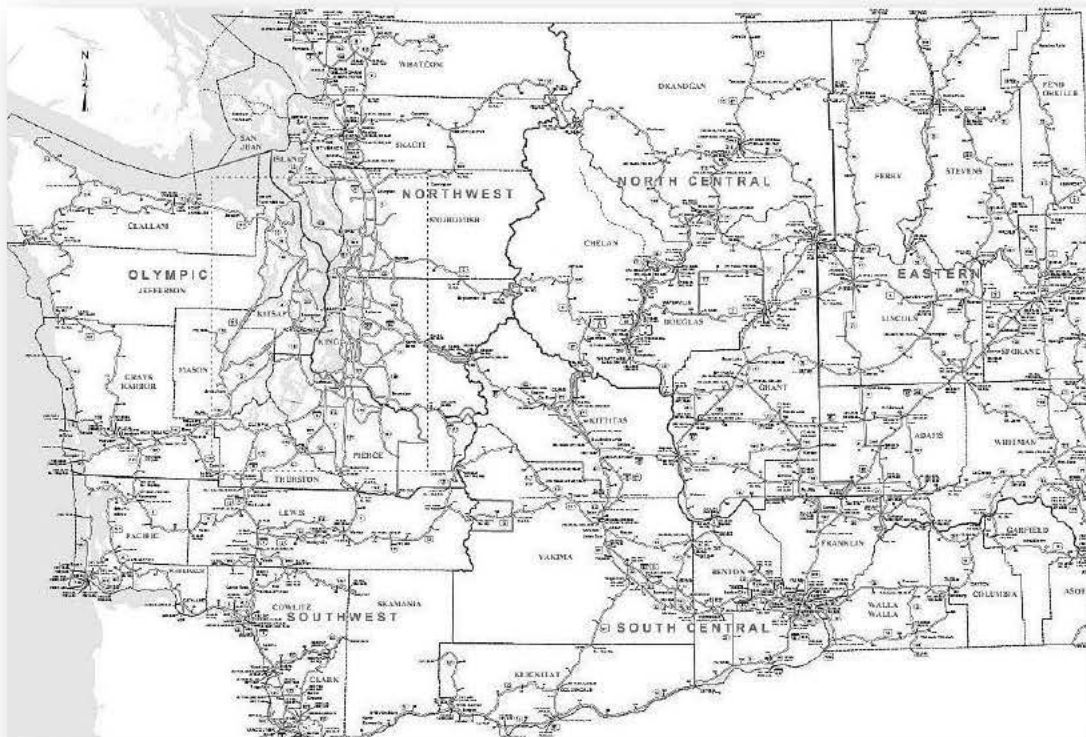




Washington State
Transportation Commission



2012 Statewide VOWS Transportation Survey Report on Findings



Prepared by:



MARKET
& OPINION
RESEARCH
SERVICES

NOTE: The CD that accompanies this report includes links to additional materials not included in this report due to length.

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1 Project Overview

1.1 Goal

To provide the Washington State Transportation Commission, the Governor, and the Legislature with clear and accurate data about: voters' general attitudes about the transportation system and transportation spending and revenue and how information about transportation funding needs and revenue options affects voters' preferences around transportation spending and funding.

1.2 Approach

- ✓ Reach out by email to 28-30,000 Voice of Washington State (VOWS) panel members to invite them to participate in an online transportation survey.
- ✓ Structure the results based on the state's 14 Regional Transportation Planning Organizations (RTPOs).
- ✓ Reach at least 10,000 people. Overall over 13,000 people followed the survey link in the email invitation and almost 8,000 people finished the survey:
 - 13,396 people clicked the survey link in the email to view the questionnaire
 - 10,318 people started the survey and completed one or more questions
 - 7,896 people completed the entire survey by the December 20th deadline
 - 419 people completed the survey after the deadline and were not included in the data set

2 Key Findings

1. Grading the System

- *Grades for the state transportation system are similar to 2011, but ratings of local transportation systems, and consequently attitudes about funding fairness, have gotten worse.*

2. General Support for New Revenue

- *Voters largely agree that the state needs additional transportation revenue, but this does not translate into support for tax/fee increases.*
- *Only a bare majority support raising “some transportation taxes and fees” (no dollar amount specified) and when asked about general increases of \$30/month, \$15/month, and \$7.50/month, only the lowest amount receives majority support.*

3. Funding Levels

- *When asked how much of \$2.1 Billion/year in identified transportation needs voters would fund, the average was \$763 Million, or 36%. Of the 5 categories no category was funded at higher than 45%.*
- *The funding levels were as follows: preservation (45%; \$454 Million), new capacity (24%; \$159M), transit (38%; \$99M), ferries (29%; \$41M) and bike/sidewalk (30%; \$10M).*

4. Specific Revenue Increases

- *Although voters say they are willing to fund \$763M in needs, they only support \$554M in specific revenue increases, or 26% of the total \$2.1 Billion need.*
- *Even after being made aware of the extent of the need, only about half of voters support any increase in the Gas Tax, MVET, or VLF.*

5. Tolling

- *Tolling for new construction and maintenance/improvement of some existing roads has strong support across the state, except in SW RTC.*
- *Combined, a majority of voters support using toll revenue for the entire travel corridor (38%) or all toll projects statewide (18%). About a third think toll money should only be used on the project where it is collected.*

6. Future Revenue Sources

- *Of the six long term funding sources tested in the survey, only a vehicle emissions fee and tolling receive majority support as “a good way to help provide future funding for our transportation system.”*

3 Summary of Methodology

- A total of 7,897 valid statewide interviews were completed among Voice of Washington State (VOWS) panel members between December 6th and December 20th, 2012.
 - 13,396 people clicked the survey link in the email to go to the questionnaire intro
 - 10,318 people completed one or more survey questions
 - 7,896 people completed the entire survey by the December 20th deadline
 - 419 people completed the survey after the deadline and were not included in the data set
- The Margin of Error for the overall results is ± 1.1 percentage points at the 95% confidence interval.
- The survey results were weighted by RTPO and other key demographics to reflect the statewide voter population based on current voter information.
- Although some comparisons are made to the 2011 WSTC survey, it should be noted that the methodology and sample universe of the two surveys is different:
 - In 2011, an Addressed Based Sampling (ABS) methodology was used. Postcard invitations were sent to 100,000 random households in Washington state inviting respondents to complete the survey online or by phone. The 2011 survey is representative of **adults age 18+** in Washington State.
 - In 2012, the survey was conducted by inviting previously recruited VOWS panel members to participate in the online survey. The 2012 survey is representative of **registered voters** in Washington State.

The following table gives a breakdown completed interviews by RTPO, the margin of error for each RTPO, and the percentage of the state's adult population in each RTPO. Note that the PSRC Counties (King, Pierce, and Snohomish) make up 50.8% of the voter population in the State.

Figure 3-1 – Interviews by RTPO

RTPO	Completes	Margin of Error	% of State (weighted to Voter Population)
Benton/Franklin/Walla Walla	281	$\pm 5.8\%$	4.6%
NE Washington	59	$\pm 12.8\%$	0.9%
North Central RTPO	119	$\pm 9.0\%$	2.3%
Palouse	91	$\pm 10.3\%$	1.2%
Peninsula RTPO	1,110	$\pm 2.9\%$	6.0%
Puget Sound Regional Council (excludes Kitsap)	3,495	$\pm 1.7\%$	50.8%
QuadCo	124	$\pm 8.8\%$	2.3%
Skagit/Island (plus San Juan)	988	$\pm 3.1\%$	3.0%
Spokane	385	$\pm 5.0\%$	6.8%
SW Washington RT Council	415	$\pm 4.8\%$	6.7%
SW Washington RTPO	218	$\pm 6.6\%$	3.9%
Thurston	201	$\pm 6.9\%$	3.7%
Whatcom	169	$\pm 7.5\%$	2.9%
Yakima Valley Conf. of Governments	147	$\pm 8.1\%$	3.5%
TOTAL	7,896	$\pm 1.1\%$	100.0%

3.1 Understanding Margin of Error

The **maximum** Margin of Error (MoE) for the overall (7,896 interviews statewide) survey is ± 1.1 percentage points at the 95% confidence interval. This means that 95 times out of 100 times, the reported results will be within ± 1.1 percentage points of the actual results, if you were to survey the entire registered voter population of Washington State.

The Margin of Error for specific survey questions also depends on the number of possible responses and distribution of responses and can be significantly lower than the **maximum** MoE. However, for convenience, we use this maximum MoE as a quick way to determine if a result is statistically significant.

When comparing results across subgroups (for example, gender, age, RTPO, etc.), the maximum MoE will grow as the number of individuals in that subgroup decreases. Because Margin of Error increases exponentially as sample size decreases, care should be taken when assessing differences between subgroups.

Practically speaking, the quickest way to assess if there is statistically significant difference on a question between two subgroups is to add the MoE for the subgroups together and see if the difference in the responses is greater than that number.

In addition to sample/subgroup size and confidence interval, the Margin of Error for any given question also depends on the number of possible responses and the distribution of responses.

The table below shows the range in MoE for a survey of this size for a “yes” or “no” type question as a result of the response percentages. As the responses become more one-sided (90% / 10%), the MoE decreases. For example, a yes/no question where the responses are 50% yes / 50% no has the highest margin of error at $\pm 1.32\%$ (maximum MoE) while a question that is 90% yes / 10% no would only have a $\pm 0.79\%$ MoE. Again, for convenience we use the maximum MoE even though the actual MoE may be lower. For questions that have more than two possible responses, the Margin of Error is almost always even lower.

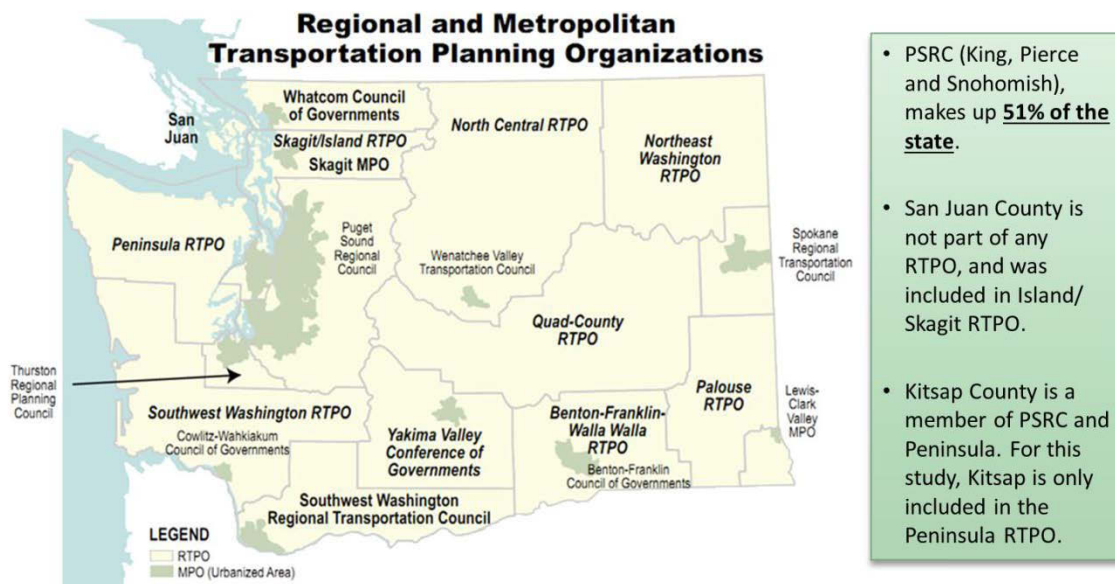
Interviews	50%/50%	60%/40%	70%/30%	80%/20%	90%/10%
7,896	+/- 1.10%	+/- 1.08%	+/- 1.01%	+/- 0.88%	+/- 0.66%

4 Definitions & Terminology

4.1 Regional Transportation Planning Organizations (RTPOs)

Regional Transportation Planning Organizations (RTPOs) were authorized as part of the 1990 Growth Management Act to ensure local and regional coordination of transportation plans. There are 14 RTPOs covering 38 of the 39 counties in Washington State.

Figure 4-1 –RTPO Map and County Breakdown



RTPO	Counties
Benton/Franklin/Walla Walla	Benton, Franklin, Walla Walla
NE Washington	Ferry, Stevens, Pend Oreille
North Central RTPO	Chelan, Douglas, Okanogan
Palouse	Asotin, Columbia, Garfield, Whitman
Peninsula RTPO	Clallam, Jefferson, Kitsap, Mason
Puget Sound Regional Council	King, Pierce, Snohomish (Kitsap not included)
QuadCo	Adams, Grant, Kittitas, Lincoln
Skagit/Island	Skagit and Island (plus San Juan)
Spokane	Spokane
SW Washington RT Council	Clark, Klickitat, Skamania
SW Washington RTPO	Cowlitz, Grays Harbor, Lewis, Pacific, Wahkiakum
Thurston	Thurston
Whatcom	Whatcom
Yakima Valley Conference of Govts	Yakima

4.2 Area Type

Residents were divided into three main Area Types based on the following question:

Q36. Would you describe the area you live in as: Urban/City, Suburban, Small Town, or Rural?

Area Type	%	Sample Size (unweighted)	Maximum MoE
Urban	30%	1,904	± 2.2 points
Suburban	31%	2,248	± 2.1 points
Rural/Small Town	38%	3,686	± 1.6 points
Not sure	1%	58	N/A

5 Overall Attitudes about the Transportation System

5.1 Grading the State & Local Transportation System

Question(s) Analyzed

- Q1. Using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall?
- Q2. Using an A, B, C, D or F grading scale, how would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it?

5.1.1 Statewide System

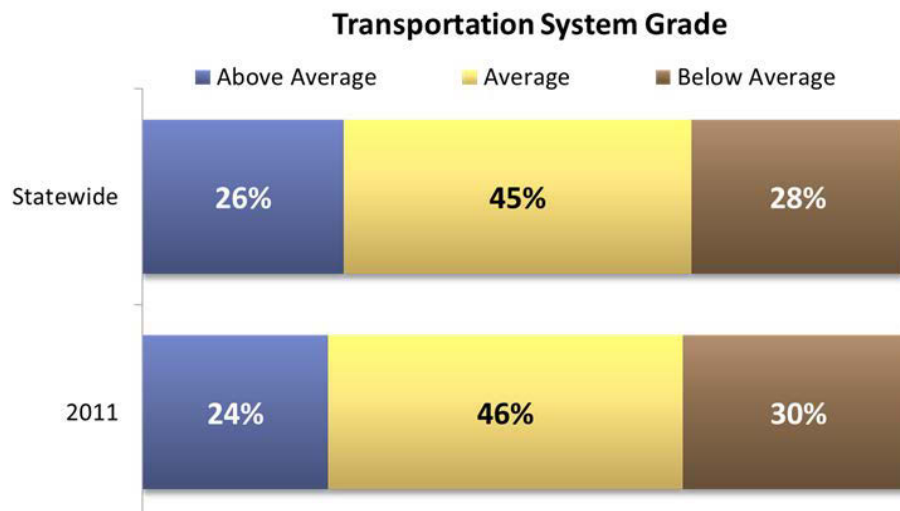
Finding

- *Most voters give the statewide transportation system a "C" or better grade. Very few give the system excellent ("A") or failing grades ("F").*
- *Ratings are very similar to the 2011 survey among adult residents*

NOTE: A number of questions were asked on an A thru F grading scale. To calculate averages, each letter grade was assigned points as follows: A=4.0 points, B=3.0, C=2.0, D=1.0, F=0.0.

Overall, residents give the state transportation system a "C" grade (1.94 mean). Seven-in-ten voters (71%) give the state system a "C" or higher. About a third (28%) give the state system a below average grade ("D" or "F"). In 2011, 70% of respondents gave the state system a "C" or better grade with a mean grade of 1.89, so ratings are very similar.

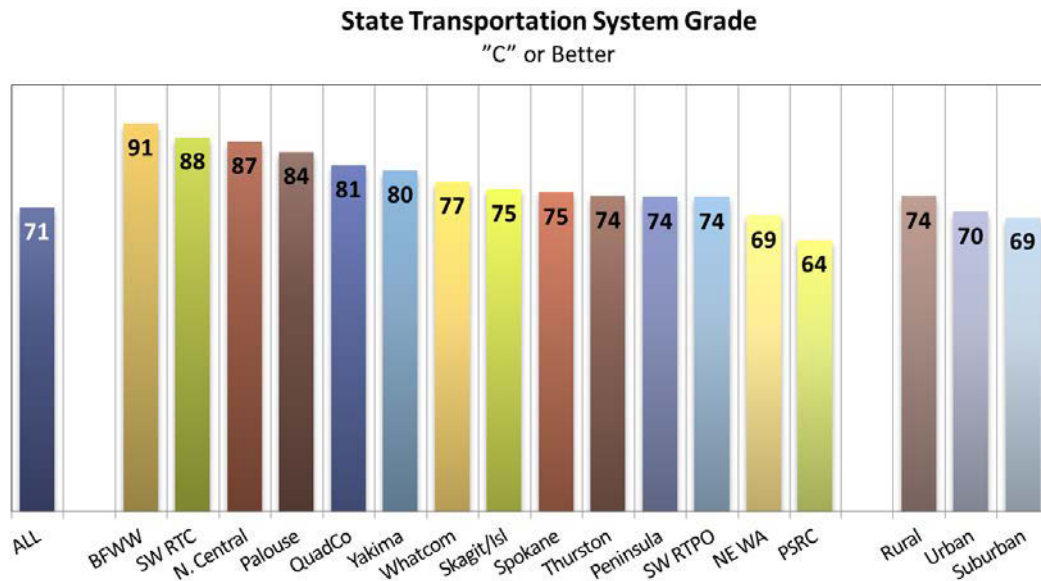
Figure 5-1 – Overall Grade for State Transportation System



Voters in all 14 RTPOs give the state transportation system grades in the “C” or better range, with the Puget Sound region the lowest (64% “C” or Better) and Benton-Franklin-Walla Walla (91%), SW RTC (88%), N. Central (87%) and Palouse (84%) the highest.

Grades from Rural (74%), Urban (70%), and Suburban (69%) voters are similar.

5.1 State System Grade by RTPO



5.1.2 Local/Regional System

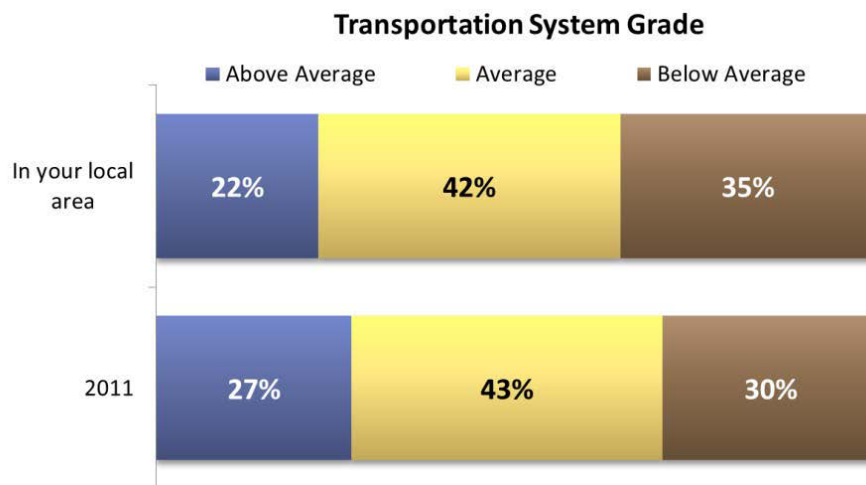
Finding

- *Most residents grade their local transportation system as average or above, but there are several RTPOs – Spokane and Yakima – where residents have significant concerns about their local system.*
- *Overall, respondents' grade for their local system has declined 7 points since 2011.*

Overall, residents give their local transportation system a “C” minus grade (1.80 mean). Roughly two-thirds (64%) give their local system a “C” or better, which is 7 points lower than for the state system. One third (35%) give local state system a below average grade (“D” or “F”).

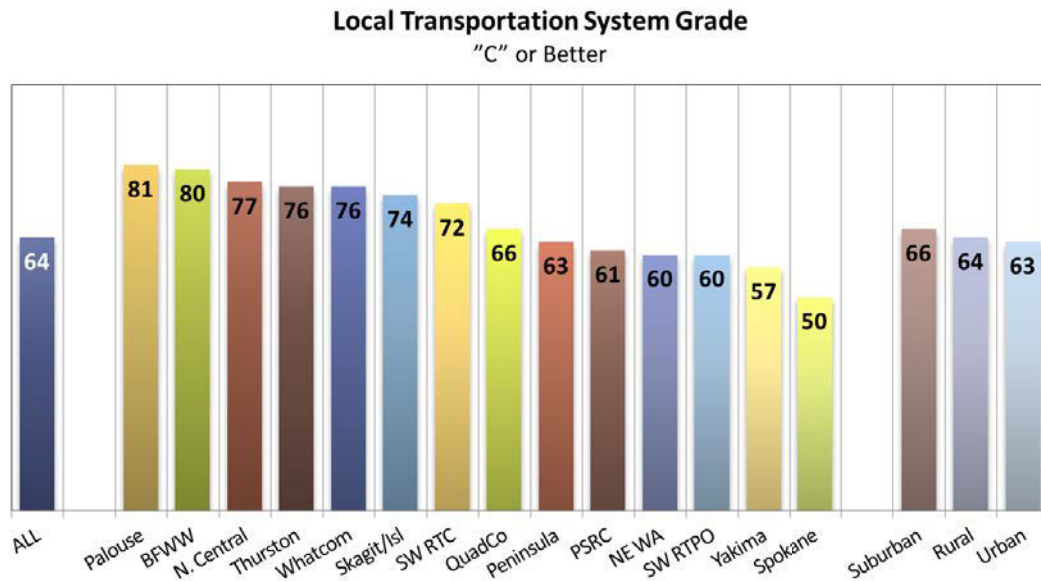
In 2011, 70% of respondents gave their local system a “C” or better grade so there has been some erosion in satisfaction with local transportation systems since 2011. This finding is further supported by the fact that perceptions of funding fairness have declined significantly since 2011 (Question 3).

Figure 5-2 – Local/Regional System Grade Overall



Residents in Palouse (81% “C” or better grade) and Benton-Franklin-Walla Walla (80%) RTPOs are most satisfied with their local transportation system, while residents in Spokane (50%) and Yakima (57%) are the least satisfied. There is little difference in satisfaction between Suburban, Rural, and Urban residents.

Figure 5-3 – Local/Regional System Grade by RTPO



5.1.3 Funding Fairness

Question(s) Analyzed

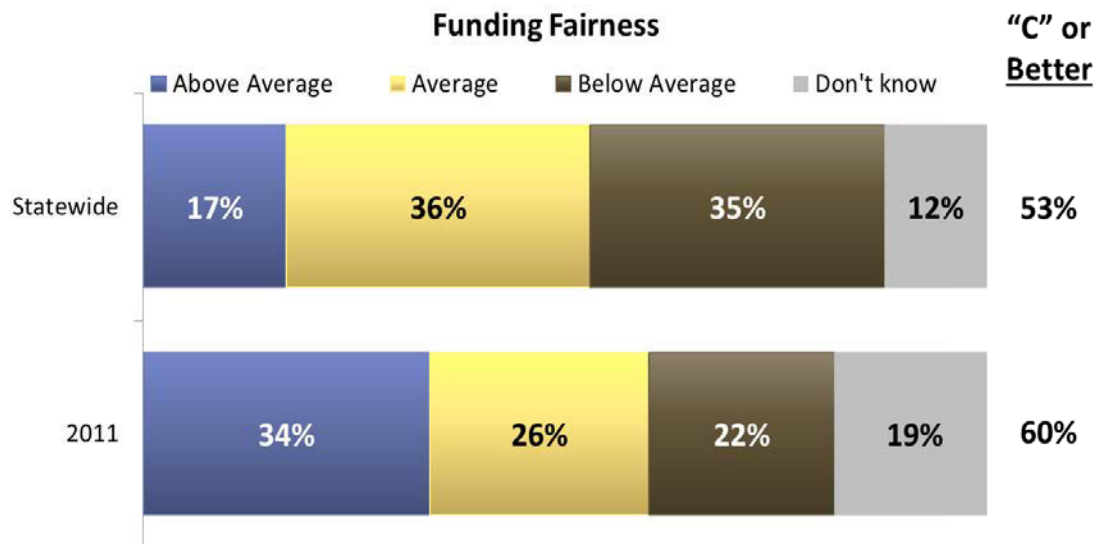
Q3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding?

Finding

- *Voters in most RTPOs give the state a “C” or better grade for transportation funding fairness.*
- *Overall, grades for fairness have declined significantly since 2011. The “above average” grades have been cut in half (17% vs. 34%) and the “below average” grades have increased 13 points, from 22% to 35%.*
- *Voters in rural areas are much more likely to give the state a below average grade for funding fairness. Voters in Spokane and Yakima are the least satisfied.*

About half (53%) of voters give the state a “C” or better grade for “making sure your area of the state gets a fair share of transportation funding” but the grades vary dramatically by RTPO. One-in-ten voters (12%) are unable to grade the state on funding fairness.

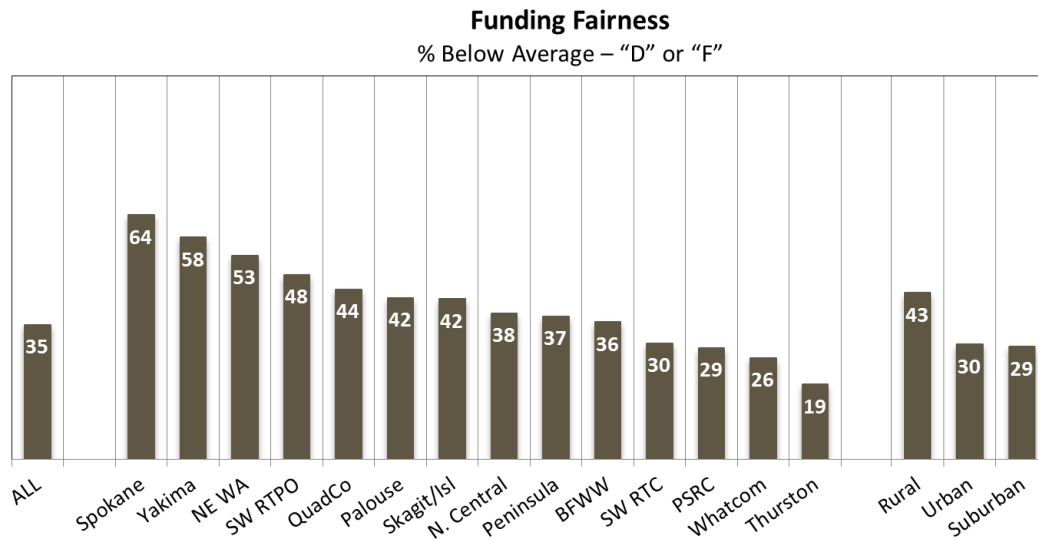
Figure 5-4 – Funding Fairness Overall



A majority of voters in 3 RTPOs - Northeast Washington (53% below average), Yakima (58% below average) and Spokane (64% below average) – give the state a poor grade for transportation funding fairness. Residents in Thurston give the state the highest percentage (71%) of “C plus” grades.

Rural voters are significantly more likely to give the state a poor grade (43% “D” or “F”) for funding fairness than Urban (30%) or Suburban (29%) voters.

Figure 5-5 – Funding Fairness % below Average by RTPO



6 General Revenue Questions

6.1 Does the State Need More Transportation Revenue?

Question(s) Analyzed

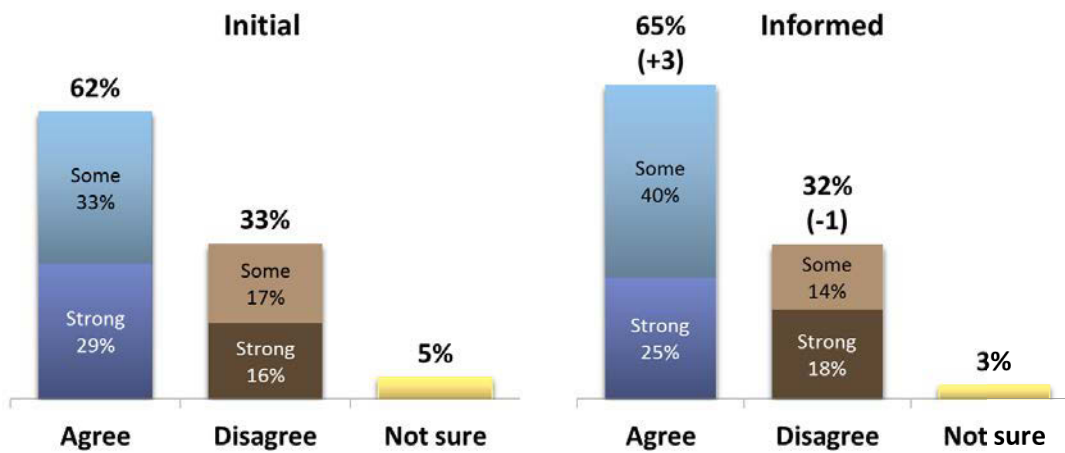
- Q4. Do you agree or disagree with the following statement: The State needs additional revenue to keep our transportation system safe, effective and properly maintained.
- Q18. The state gas tax currently provides 76% of all state transportation funding. A combination of inflation, changing driving habits and increased fuel economy of vehicles, along with the growing numbers of electric vehicles, makes the gas tax an unsustainable transportation revenue source long-term. Meanwhile transportation needs (like maintaining our existing roads/bridges, building new roads/bridges, enhancing transit service, etc.) continue to expand with population growth. Knowing this, do you agree or disagree with the following statement: The State needs additional revenue to keep our transportation system safe, effective and properly maintained.

Finding

- *A strong majority of voters agree that the state needs additional transportation revenue.*
- *Describing the funding challenges that result from the state being heavily dependent on the gas tax does little to shift attitudes.*

A strong majority (62%) agree “the state needs additional revenue to keep our transportation system safe, effective and properly maintained.” One third (33%) disagree, but only 16% “strongly disagree.” Giving voters additional information about the State’s transportation revenue situation, has little impact on overall attitudes about whether or not the state needs more revenue.

Figure 6-1 – Need for Additional Revenue



There is only one RTPO, Yakima, where more residents **disagree** than agree that the state needs additional revenue. In 12 of 14 RTPOs, a majority of voters agree that the state needs additional revenue. However, there is little intensity (“strongly agree”) behind voters’ opinions.

Voters in urban areas are most likely to “strongly agree” (36%) that the state needs more revenue, while only about a quarter of voters in suburban (27%) and Rural (25%) “strongly agree.”

Figure 6-2 – Need for Additional Revenue by RTPO/Area

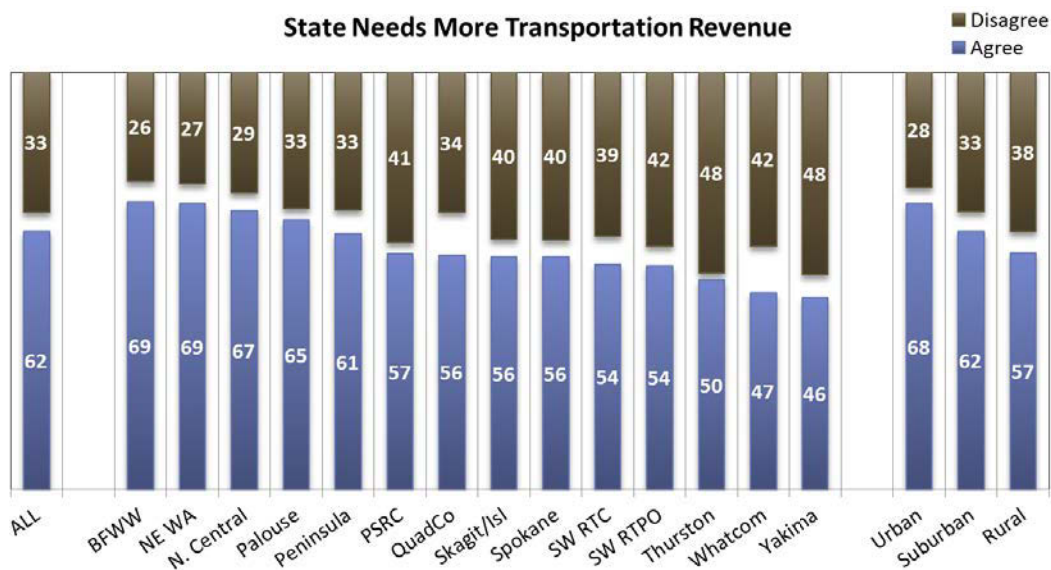
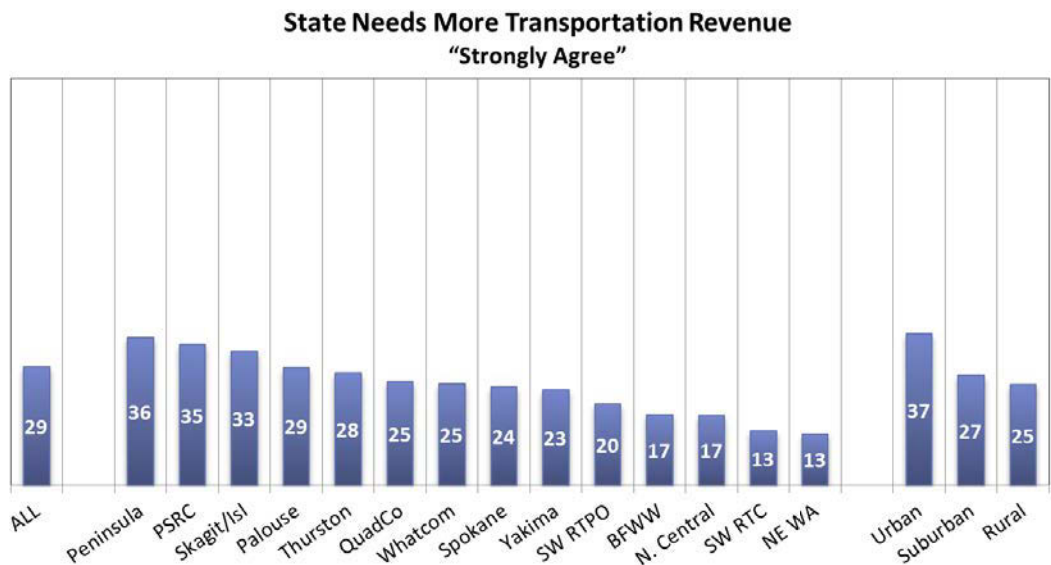


Figure 6-3 – Strongly Agree State Needs More Transportation Revenue by RTPO/Area



6.2 General Support for Additional Revenue

Question(s) Analyzed

- Q5. In general, would you support or oppose raising some transportation taxes and fees to increase funding for transportation?
- Q6-8. Would you support or oppose raising some transportation taxes and fees to increase funding for transportation if it would cost the average Washington family like yours an additional: \$30 per month? \$15 per month? \$7.50 per month?

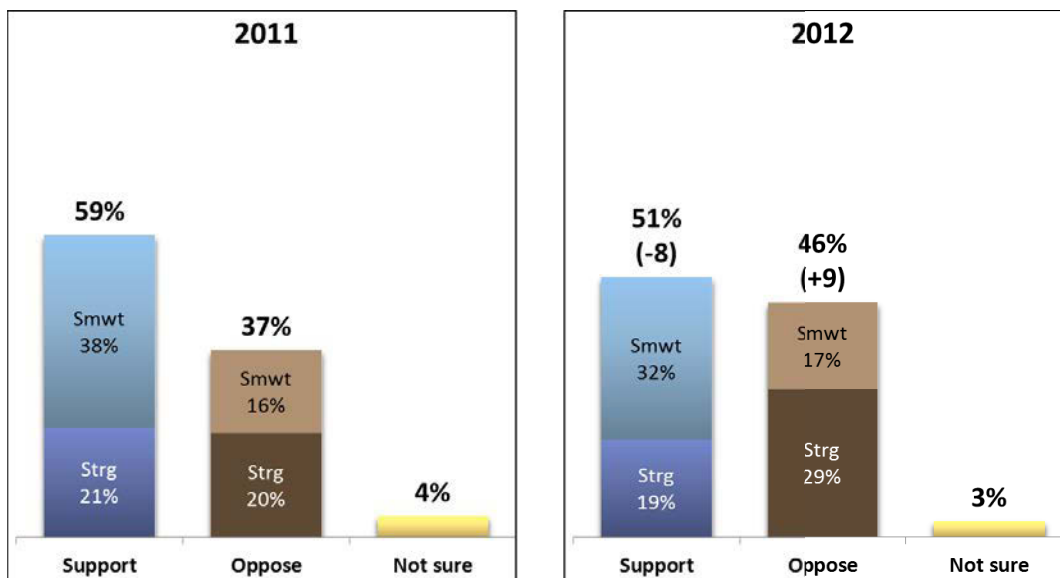
Finding

- *Despite acknowledging that the state needs additional transportation revenue, only a bare majority support raising “some transportation taxes and fees” with no dollar amount specified.*
- *Support is 8 points lower than in 2011, although the registered voter population is older and more tax sensitive than the adult population.*
- *When asked about three specific revenue levels -- \$30, \$15, and \$7.50 per month for the average Washington family -- there is only majority support for the lowest amount and only about one in-ten “strongly support” any of these revenue levels.*

NOTE: Respondents were not presented with specific revenue sources or spending plans.

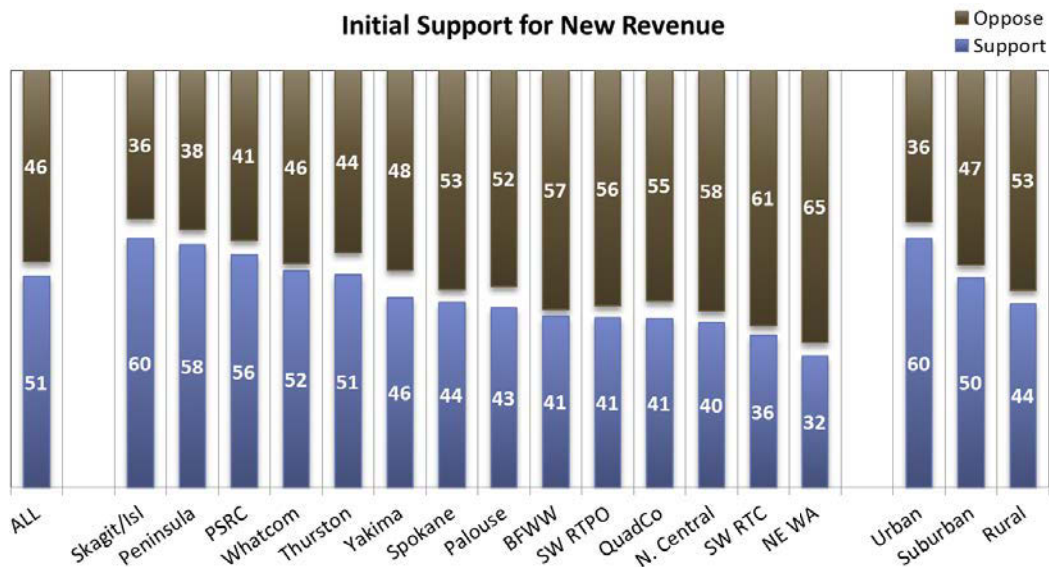
By a narrow 51% to 46% margin, voters statewide support “raising some transportation taxes and fees to increase funding for transportation.” In 2011, 59% of adults age 18+ supported raising some transportation taxes/fees.

Figure 6-4 – Initial Support for New Revenue



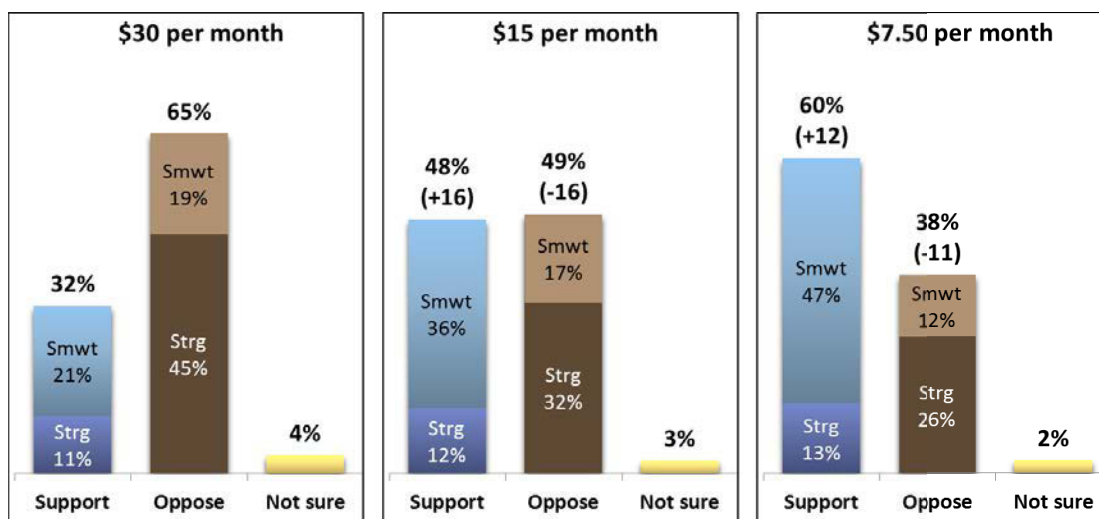
Initially, there is majority support in only 5 of the 14 RTPOs for “raising some transportation taxes and fees.” Support is significantly higher among Urban voters (60%). Suburban voters are divided (50% to 47%) and Rural voters oppose new revenue by a 53% to 44% margin.

Figure 6-5 – Initial Support for New Revenue by RTPO/Area



Support for various average monthly increases for transportation (non- source specific) does not reach a majority until \$7.50 per month. And because voters are initially asked about a \$30 per month increase and then \$15 per month before getting to the \$7.50 per month amount, this 60% support overestimates actual support.

Figure 6-6 – Initial Support for New Revenue at Various Levels



7 Budget Exercises

Respondents were taken through two budget exercises in the survey:

- 1) First voters were told about \$2.1 Billion in transportation needs identified by the Connecting Washington Task Force and asked to indicate how much of the total category need identified by the task force they were willing to fund for each of the following 5 major transportation areas:
 1. Preservation/maintenance
 2. New lanes/expanded capacity
 3. Transit/rail
 4. Bike/sidewalk
 5. Ferries
- 2) Next voters were asked to generate revenues to fund their total selected need using 3 different revenue sources:
 1. Gas Tax increase of 5 cents, 10 cents, and 15 cents
 2. Motor Vehicle Excise tax of 0.7%, 1.5%, and 2.4%
 3. Vehicle License Fee of \$20, \$45, and \$100 per year

After each budget exercise, respondents were given totals for amount raised and average monthly cost and given the option to redo the exercise one time.

7.1 Budget Exercise I: Funding by Transportation Category

Question(s) Analyzed

The Connecting Washington Task Force, a group of business leaders and local government, labor, and environmental leaders issued a report outlining a 10 year transportation strategy. The Task Force estimated that it will require an additional \$5 billion per year over the next 10 years to fund our transportation system.

Because of the difficult economy, the Task Force proposed a lower \$2.1 billion per year in transportation investments to maintain our existing transportation system and provide some funds to meet the economic and travel needs of a growing population.

For each transportation category in the table below, please indicate what percentage, if any, of the need you would fund.

Note: This table shows the \$2.1 billion per year in transportation needs by category along with a rough estimate of what it would cost the average household PER MONTH to completely fund that need.

You can give each category any percentage from 0% to 100% depending on how much you feel it should be funded. After you have responded for all 5 categories, the next page will show the total amount you chose to fund and the rough cost PER MONTH.

Finding

- *When asked how much of \$2.1 Billion/year in identified transportation needs voters would fund, the average was \$763 Million, or 36%. Of the 5 categories no category was funded at higher than 45%.*
- *The funding levels were as follows:*
 - *preservation (45%; \$454 Million),*
 - *new capacity (24%; \$159 Million),*
 - *transit (38%; \$99 Million),*
 - *ferries (29%; \$41 Million),*
 - *bike/sidewalk (30%; \$10 Million).*

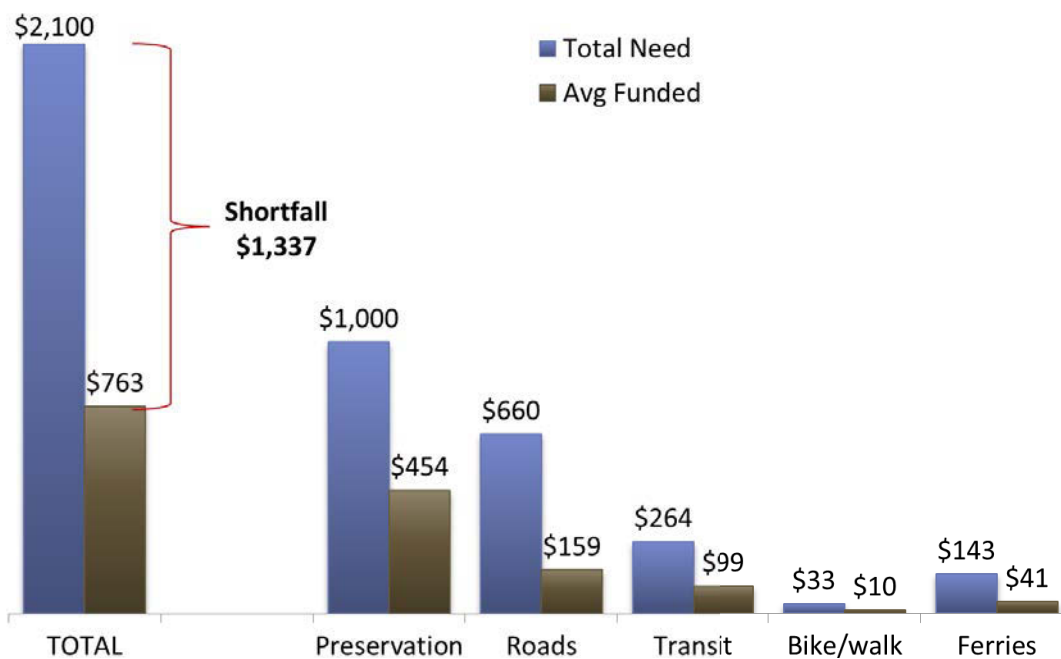
When asked to assign a percentage of funding across five key state transportation system categories, preservation/maintenance (45%), and transit/rail (38%) were funded at the highest percentages of the category need. Preservation/maintenance (\$454 Million) and New lanes/expanded capacity (\$159 Million) had the highest dollar amounts because they are the largest categories in terms of need.

Overall, voters funded 36%, or \$763 million of the \$2.1 billion need leaving a roughly \$1.4 billion shortfall.

Figure 7-1 – % of Need Funded



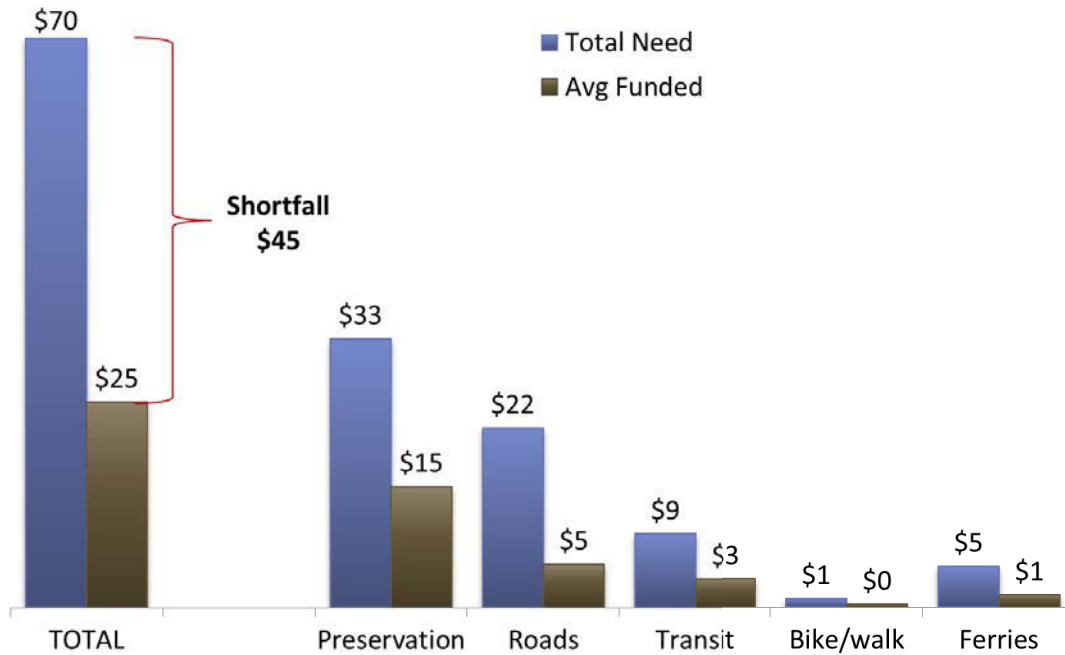
Figure 7-2 – Dollar Amount Funded by Category



This \$763 million funding average is equivalent to approximately \$25 per month for the average Washington family. Funding the entire \$2.1 billion need would cost the average Washington family about \$70 per month.

On average voters said they were willing to spend \$14.85/month for preservation, \$5.28 for new roads/capacity, \$3.42/month for transit, \$1.45/month for ferries, and \$0.30 for walking/biking infrastructure.

Figure 7-3 – Average Monthly Cost by Category



Urban voters (\$848M; 40% of total need) were willing to fund transportation needs at higher levels than Suburban voters (\$792M; 38%). Rural voters (\$676M; 32%) were only willing to fund a third of the need.

Figure 7-4 – Dollar Amount Funded by RTPO/Area

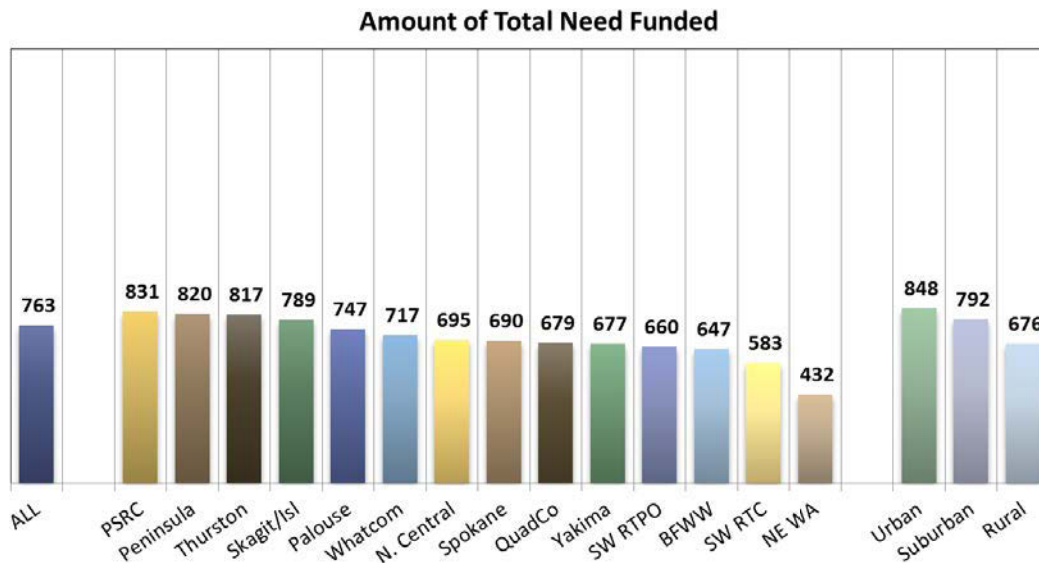
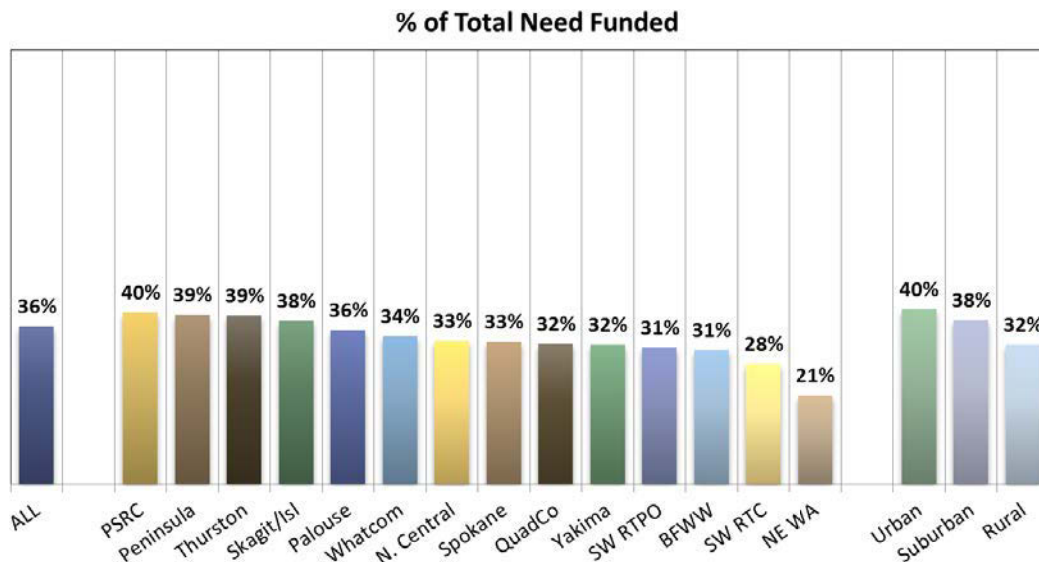


Figure 7-5 – Percent Funded by RTPO/Area



7.2 Budget Exercise II: Tax/Fee Increases to Support Funding

Question(s) Analyzed

The table on the next page gives estimates of how much different taxes/fees would raise for transportation and how much the new taxes/fees would cost the average household based on the following state averages:

Vehicles Owned: 2.5 Vehicles

Vehicle Value: \$6,200 per vehicle

Miles Driven: 10,000 miles per vehicle per year

Miles per Gallon: 20 MPG average

The cost to your household could be lower or higher depending on how many vehicles you own, how much you drive, what kind of gas mileage you get and how much your vehicles are worth.

Q14-16.

For each of the 3 transportation taxes/fees in the table below- the Gas Tax, Motor Vehicle Excise Tax, and Vehicle License Fee, please indicate which tax/fee increases, if any, you support to fund those needs. Note: All new revenue would only be used for transportation purposes.

Gas Tax - currently 37.5 cents a gallon	Amount Raised PER YEAR	Total Cost PER MONTH
<input type="radio"/> a <u>5 cents per gallon</u> Gas Tax increase	\$155 million	\$ 5.21
<input type="radio"/> a <u>10 cents per gallon</u> Gas Tax increase	\$310 million	\$10.42
<input type="radio"/> a <u>15 cents per gallon</u> Gas Tax increase	\$465 million	\$15.63
<input type="radio"/> no Gas Tax increase		
Motor Vehicle Excise Tax - currently no state MVET		
<input type="radio"/> a <u>new annual 0.7% MVET</u>	\$250 million	\$ 9.04
<input type="radio"/> a <u>new annual 1.5% MVET</u>	\$536 million	\$19.38
<input type="radio"/> a <u>new annual 2.4% MVET</u>	\$858 million	\$31.05
<input type="radio"/> no state MVET		
Vehicle License Fee - currently \$30 per year		
<input type="radio"/> a <u>\$20 VLF increase</u>	\$158 million	\$ 4.17
<input type="radio"/> a <u>\$45 VLF increase</u>	\$355 million	\$ 9.38
<input type="radio"/> a <u>\$100 VLF increase</u>	\$790 million	\$20.87
<input type="radio"/> no VLF increase		

Finding

- On average voters supported \$554 Million in revenue increases, or 73% of the \$763 Million spending average. In other words, the average shortfall between voters' indicated spending levels and voter supported revenue was \$209 Million.
- This \$554 in revenue increase was estimated to cost the average Washington family roughly \$18 per month and represents just 26% of the \$2.1 Billion in total needs.
- The average increase supported for each of the 3 revenue sources was:
 - Gas Tax: 4.8 cents
 - MVET: 0.68%
 - VLF: \$20.11

A narrow majority (53%) of voters support some level of gas tax increase, some level of MVET increase (52%) and some level of VLF increase (55%). The average gas tax increase supported is 4.8 cents, the average MVET supported is 0.68% and the average VLF supported is \$20.11. Combined these revenue sources would raise approximately \$554 million which would cost the average Washington family about \$18/month.

It is important to note that these numbers likely overestimate actual support for revenue increases because: 1) voters have already gone through a detailed budget exercise around transportation funding needs, and 2) each revenue option offers voters a low, medium and high increase which may cause voters who would otherwise reject an increase to pick the lowest amount because it seems reasonable in comparison to the other increases.

In the first budget exercise, voters indicated a willingness to support roughly \$25/month in new revenue to fund their desired transportation spending, but when asked to support specific revenue sources, that average drops to just over \$18/month.

Figure 7-3 – Support for Various Tax/Fee Increases

For each of the 3 transportation taxes/fees in the table below – the Gas Tax, Motor Vehicle Excise Tax, and Vehicle License Fee, please indicate which tax/fee increases, if any, you support to fund those needs. NOTE: All new revenue would only be used for transportation purposes.

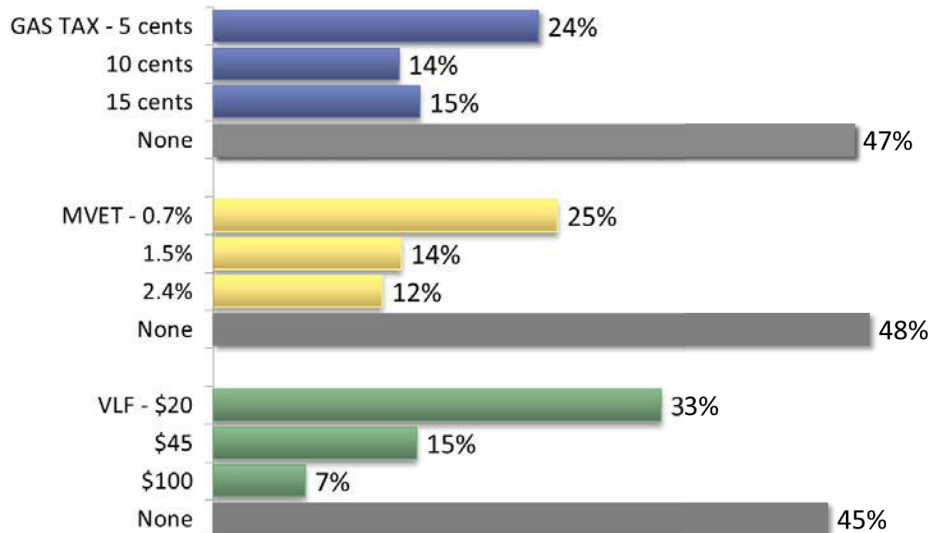


Figure 7-4 – Average Increase by Source

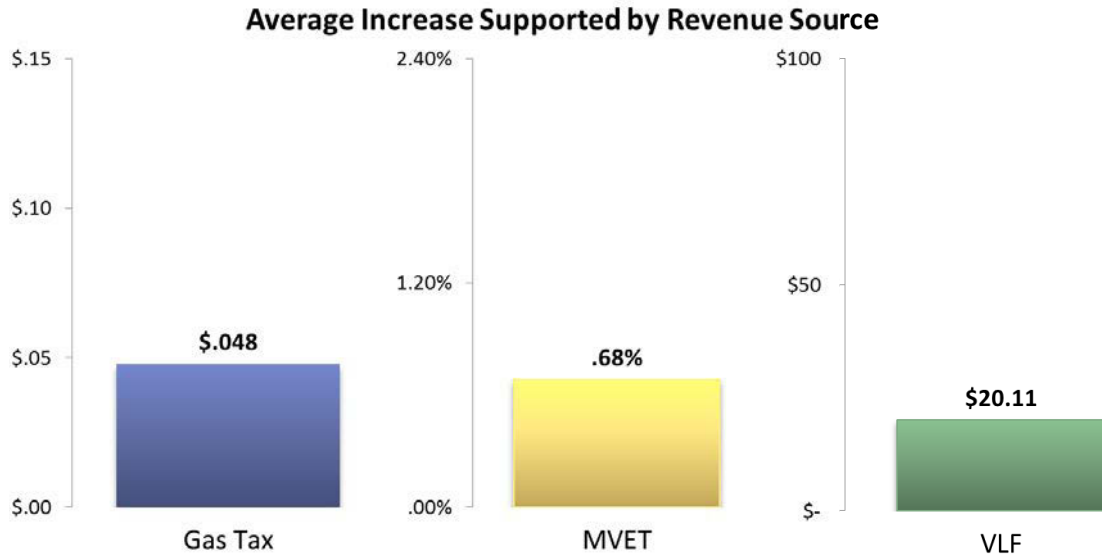
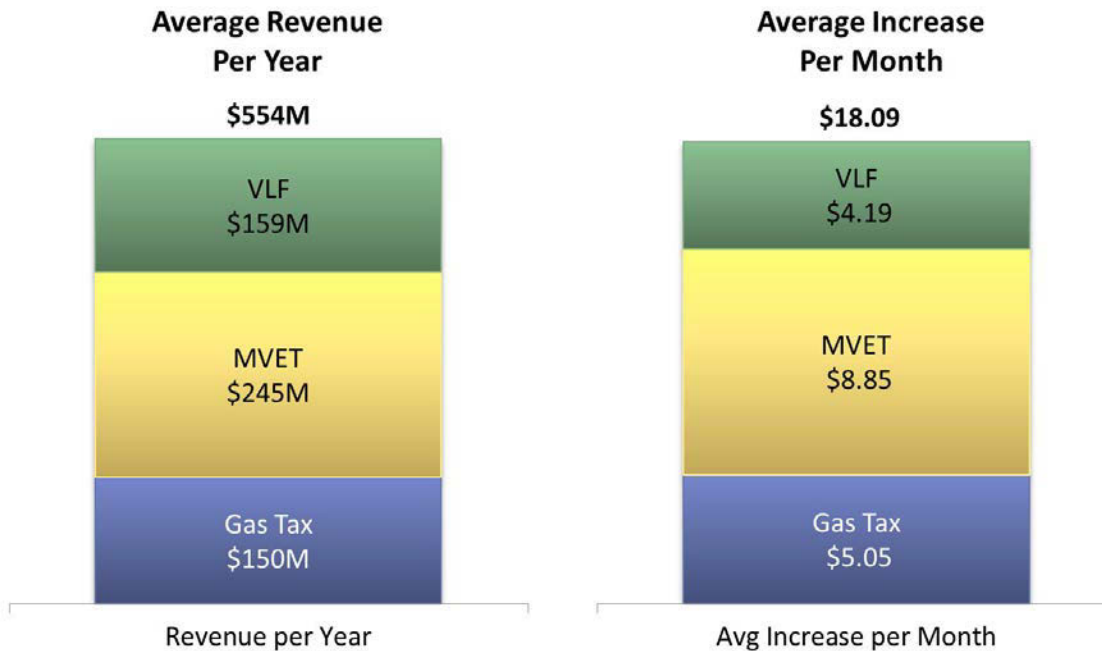


Figure 7-5 – Average Raised and Average Cost by Source



As in the funding exercise, voters in Urban areas are willing to support higher levels of revenue (\$712M; \$23.37/month), than either Suburban (\$514M; \$16.76/month) or Urban (\$465M; \$15.15/month) voters. Looking just at the actual revenue increases supported, Urban voters would fund 34% of the \$2.1 Billion need, while Suburban and Urban voters would fund 25% and 22% respectively.

Figure 7-6 – Average Raised by RTP/Area

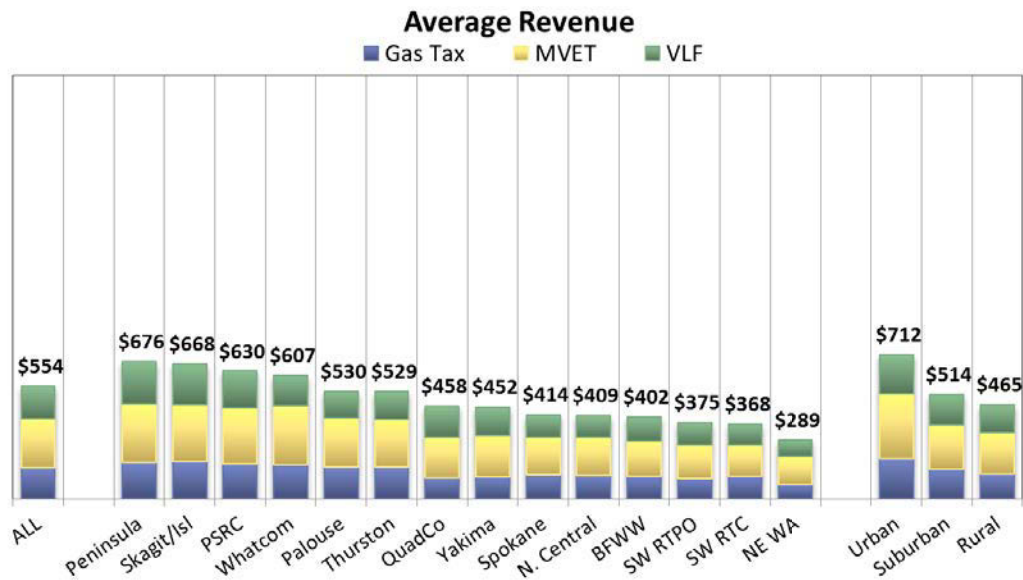
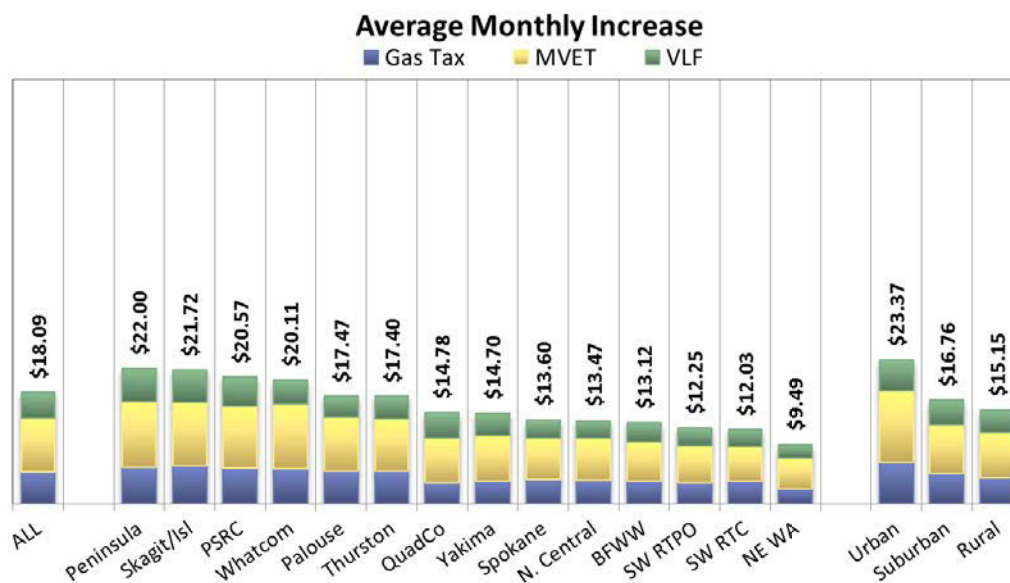


Figure 7-7 – Average Cost by RTP/Area



7.3 Respondent's Transportation Fees/Taxes

After being given information state averages for vehicles owned, vehicle value, miles driven and miles per gallon, about a quarter (27%) of voters believe they pay higher than average transportation taxes/fees, a third (34%) say about the same, and a third (34%) say lower than average.

Voters in Rural (31% Higher) and Suburban areas (30% Higher), are much more likely than Urban voters (19% Higher) to indicate that they pay higher than average transportation taxes/fees. This is because voters in Urban areas are less likely to drive alone regularly.

Figure 7-8 – Comparisons to State Average

Below are the household averages across the state:

*Vehicles Owned: 2.5 Vehicles
Vehicle Value: \$6,200 per vehicle
Miles Driven: 10,000 miles vehicle/year
Miles per Gallon: 20 MPG average*

Based on the above averages, compared to the type of vehicles you own and how much you drive, in general do you think the total transportation taxes you pay are higher, lower, or about the same as the average Washington household?

Your Fee/Taxes Compared to the State Average

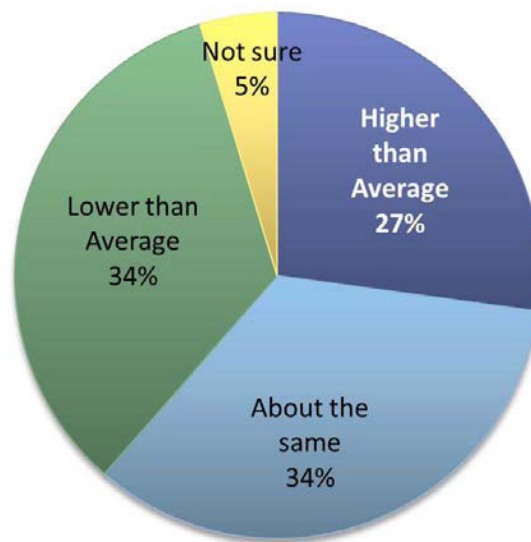
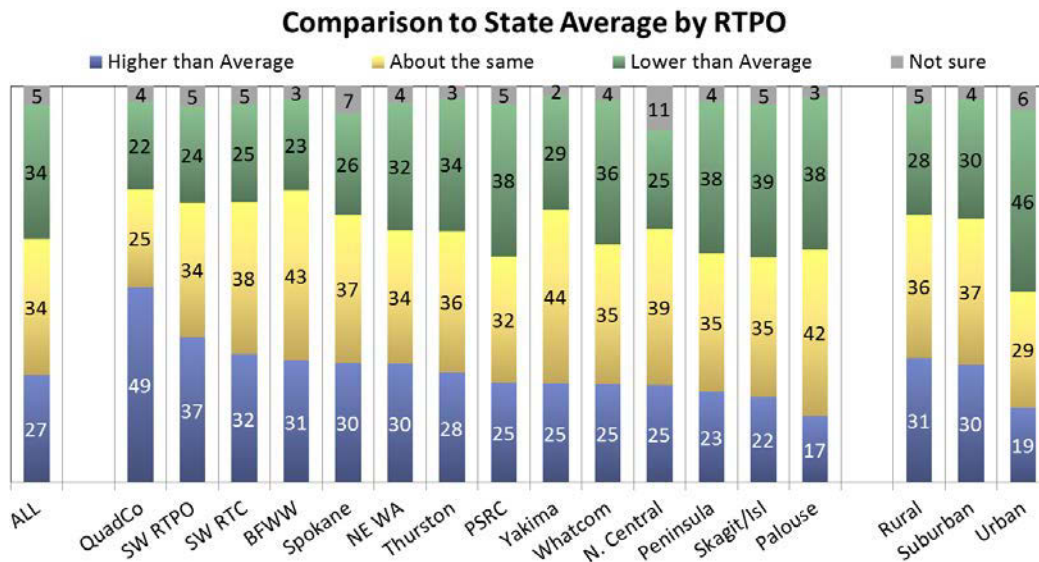


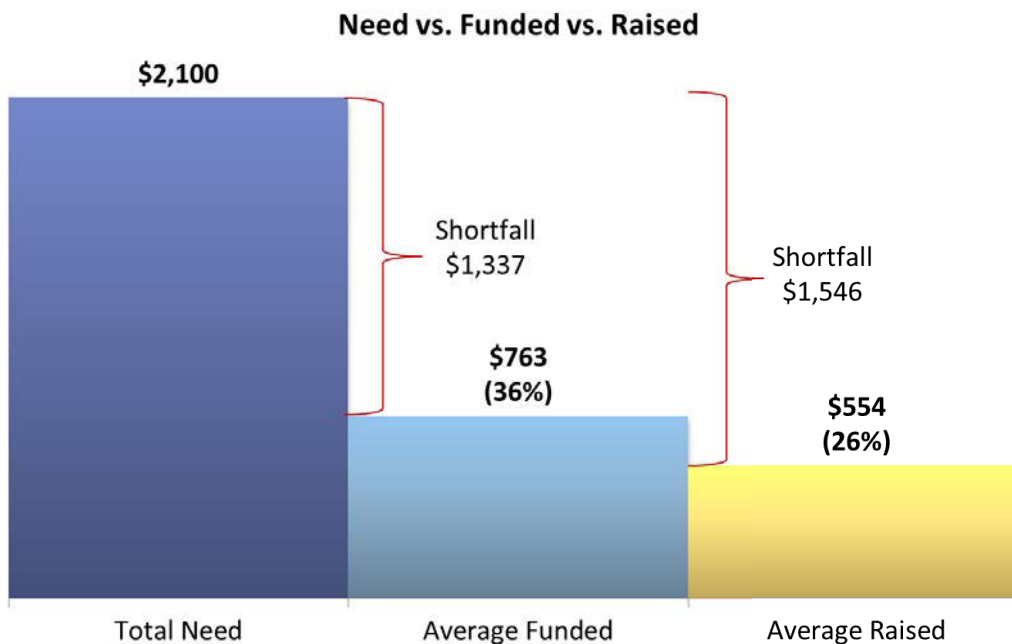
Figure 7-9 – Comparisons to State Average by RTPO/Area



7.4 Summary of Budget Exercise Results

Initially, voters indicate that they want to fund \$763 Million, or 36% of the \$2.1 Billion in transportation funding needs identified by the Connecting Washington Task Force. However, when voters are asked to come up with the funds through specific tax/fee increases, they are only willing to fund \$554 Million, or 26% of the total need. This represents a total shortfall of almost \$1.6 Billion.

Figure 7-10 – Amount of Total Need Funded and Raised



8 Future Transportation Funding

8.1 Preferred Revenue Sources

Question(s) Analyzed

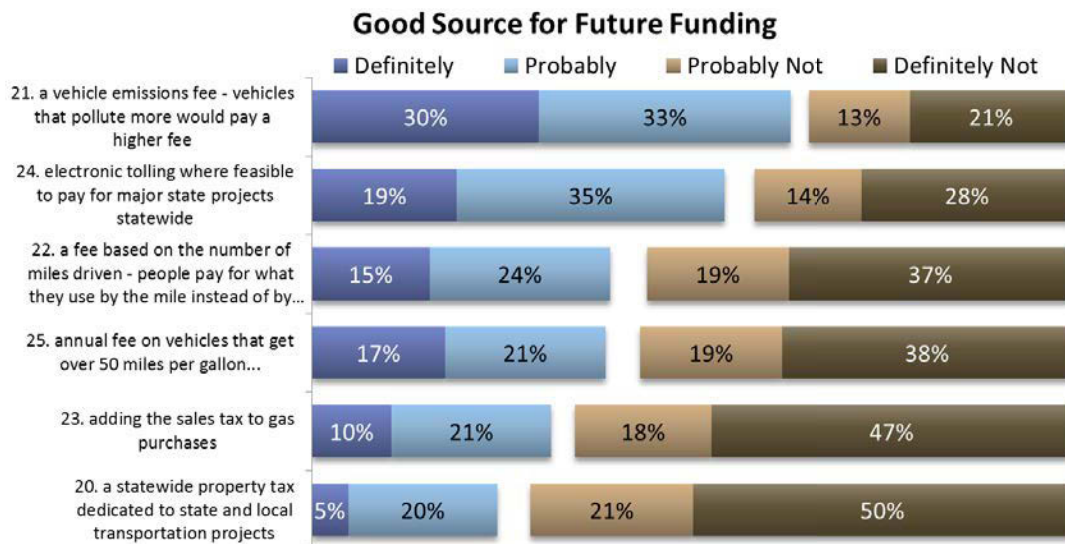
Q20-25. There are a number of long term funding options being considered to address the state's long-term transportation financial challenges. For each revenue source, please indicate whether or not you think that method is a good way to help provide future funding for our transportation system.

Finding

•Of the six long term funding sources tested in the survey, only a vehicle emissions fee and tolling receive majority support as “a good way to help provide future funding for our transportation system.”

Voters support a vehicle emissions fee by a 63% to 34% margin and tolling by a 54% to 42% margin although no specific revenue amounts were tested and support is based on saying that a particular revenue source “is a good way to help provide future funding for our transportation system.” Four of the six revenue sources were opposed by a strong majority of voters, with a statewide property tax for transportation being the least popular.

Figure 8-1 – Future Funding Sources



8.2 High Mileage Vehicle Fee

Question(s) Analyzed

Q31-33. I'd like to ask you about an annual fee on vehicles that get over 50 miles per gallon. This fee would help recover some of the gas tax revenues that these drivers of high MPG cars do not currently pay so that all drivers contribute their share to transportation funding.

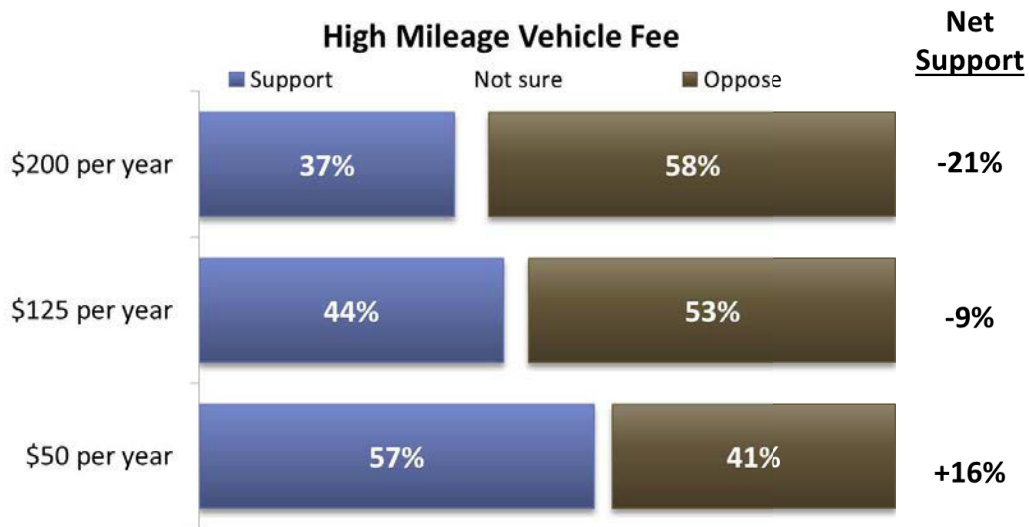
In general, do you support or oppose a \$200/\$125/\$50 per year flat fee on vehicles that get over 50 miles per gallon?

Finding

•In a specific follow-up question about support for a high mileage vehicle fee, there was strong opposition at \$200/year and \$125/year, but a majority did support a \$50/year fee.

When asked about various amounts for a high mileage vehicle fee In a follow-up question, a majority oppose a \$200/year fee (58%) and a \$125/year fee (53%), but a majority did support a \$50/year fee (57% Support). It should be noted that in the previous question about funding sources, only 38% of voters thought that a high mileage vehicle fee was “a good way to help provide future funding for our transportation system” and that a \$50/year fee only received majority support after voters were first asked about a fee of \$200 and \$125.

Figure 8-2 – High Mileage Vehicle Fee



9 Tolling

9.1 Tolling for New Construction, Maintenance, and Congestion

Question(s) Analyzed

The next set of questions are about electronic tolling, that is, charging drivers a fee on some major highways and bridges in such a way that drivers do not have to stop at toll booths.

Q26. In general, do you support or oppose tolling as a way to help pay for new state transportation projects?

Q27. In general, do you support or oppose using tolls as a way to help pay to maintain and improve some existing state highways and bridges?

Q28. In general, do you support or oppose using tolls as a way to help manage traffic congestion?

Finding

- *Tolling for new projects and tolling as a way to maintain and improve existing roads both have solid support across the state, except in Southwest RTC.*
- *Voters are divided about tolling to manage traffic congestion.*

Support for tolling “as a way to help pay for new state transportation projects” (61%) and for tolling “as a way to help pay to maintain and improve some existing state highways and bridges” (58%) is strong. Voters are divided (46% Support/49% Oppose) about using tolling as a way to manage traffic congestion.

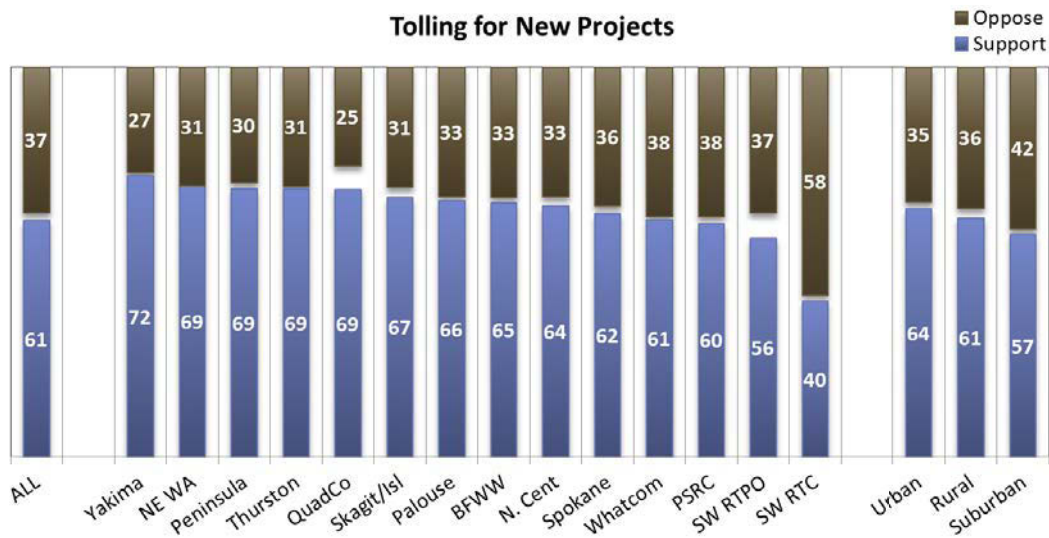
Figure 9-1 – Support for Tolling



Support for tolling for new projects is fairly consistent across the state with majority support in 13 of the 14 RTPO's. SW RTC is an outlier on all tolling questions because of the high profile debate over tolls on the Columbia River Crossing.

Support is slightly higher among Urban voters (64%), than Suburban (61%), and Rural (57%) voters.

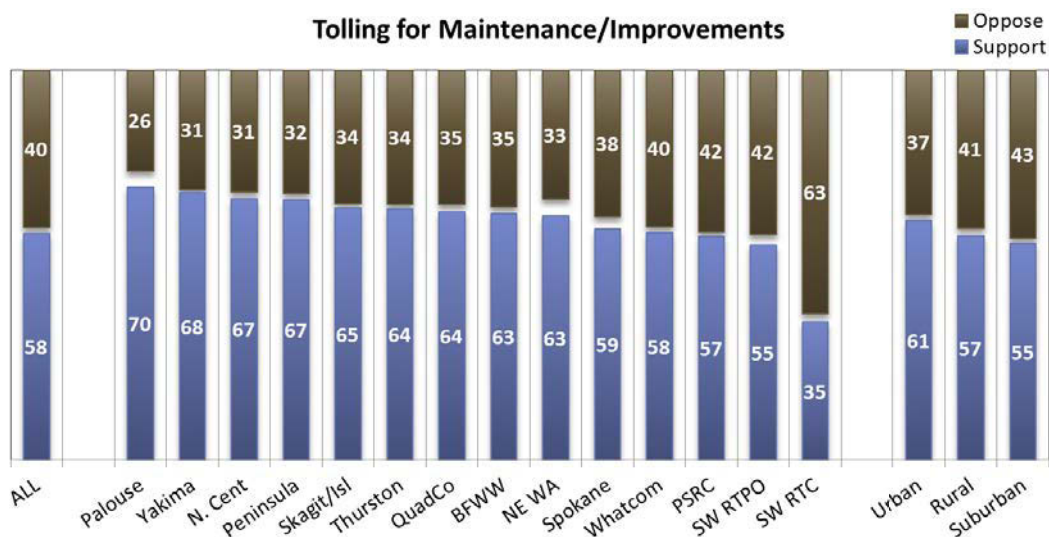
Figure 9-2 – Support for Tolls for New Projects by RTPO/Area



Support for tolling for “to help pay to maintain and improve some existing state highways and bridges” is also strong across the state, although about 3 points lower than tolling for new construction.

Again support is slightly higher among Urban voters (61%), than Rural (57%) and Suburban (55%) voters.

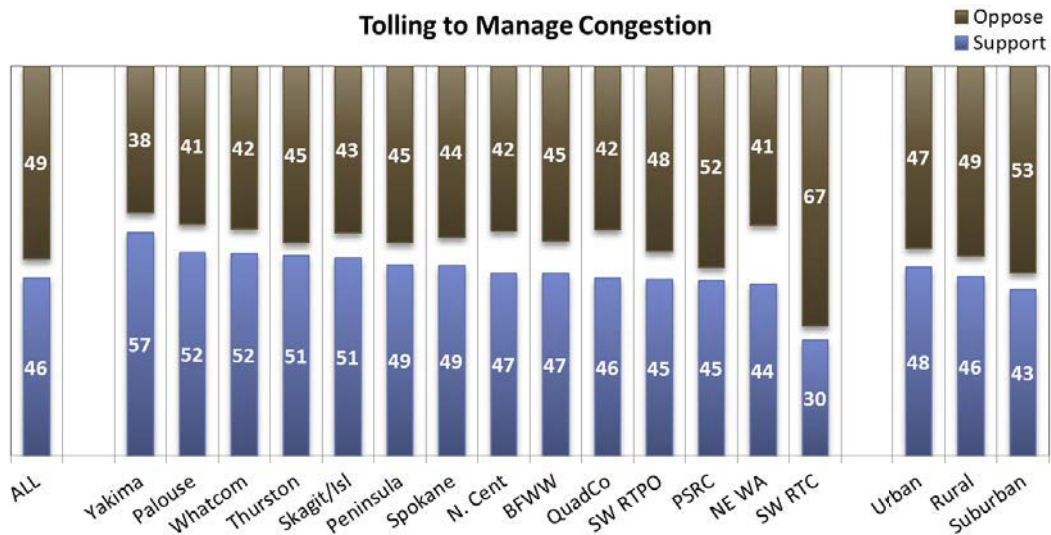
Figure 9-10 – Support for Tolls for Maintenance/Improvement by RTPO/Area



Voters are divided about tolling “as a way to help manage traffic congestion.” Surprisingly there is little difference in attitudes among Urban voters (48% Support / 47% Oppose) and Rural voters (46% Support / 40% Oppose).

There is majority support for congestion tolling in only 5 RTPOs and there is significant in opposition in every RTPO.

Figure 9-3 – Support for Tolls to Manage Congestion by RTPO/Area



9.2 Use of Toll Money

Question(s) Analyzed

Q29. Which of the following statements on the use of toll money is closest to your opinion:

Tolls Benefit Specific Project Only: Toll money should only be used for the construction and maintenance of the specific road or bridge where the toll is collected. For example, tolls collected on the SR 520 bridge should only be used for construction and maintenance of the SR 520 bridge.

Tolls Benefit Project plus Local Travel Corridor: Toll money should be available to fund maintenance and improvements on roads and bridges within the travel corridor. For example, tolls collected on the SR 520 bridge could be spent on the SR 520 bridge AND the 520 highway and I-5 and I-405 connections to the 520 bridge.

Tolls Benefit All Toll Projects Statewide: Toll money should not be limited to any specific toll project or corridor. Money should be pooled and used to benefit all toll projects in the state. For example if the SR 520 bridge and I-90 bridge were tolled the money would be combined and dedicated to helping fund and operate all toll projects statewide.

Finding

- *Just over a third of voters (36%) think toll money should only be used for the specific project where the toll is collected.*
- *Combined, a majority support using toll revenue for the entire travel corridor (38%) AND for all toll projects statewide (18%).*

A majority (56%) of voters support using toll money beyond just the specific toll project – either in the local travel corridor (38%) or for all toll projects statewide (18%). SW RTC is the only area where a majority of voters feel that toll money should only be used on the specific toll project.

Figure 9-4 – Use of Toll Money

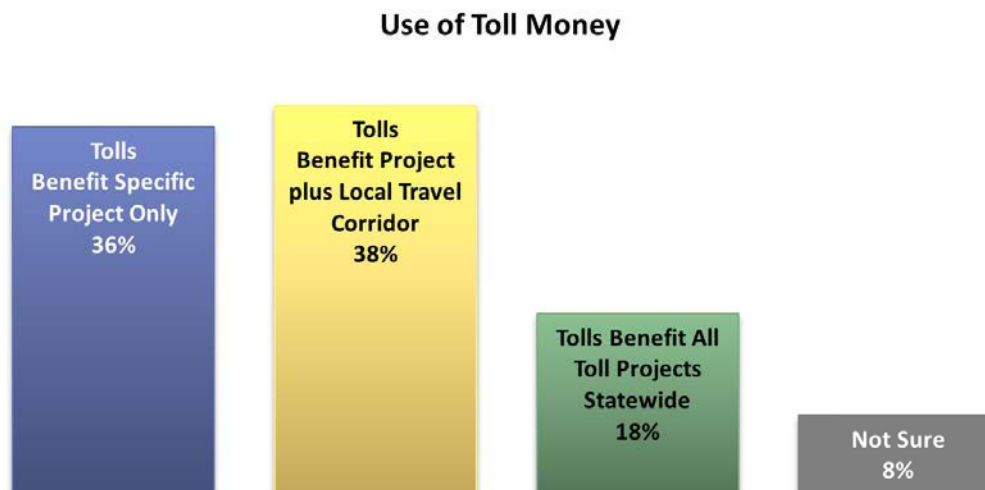
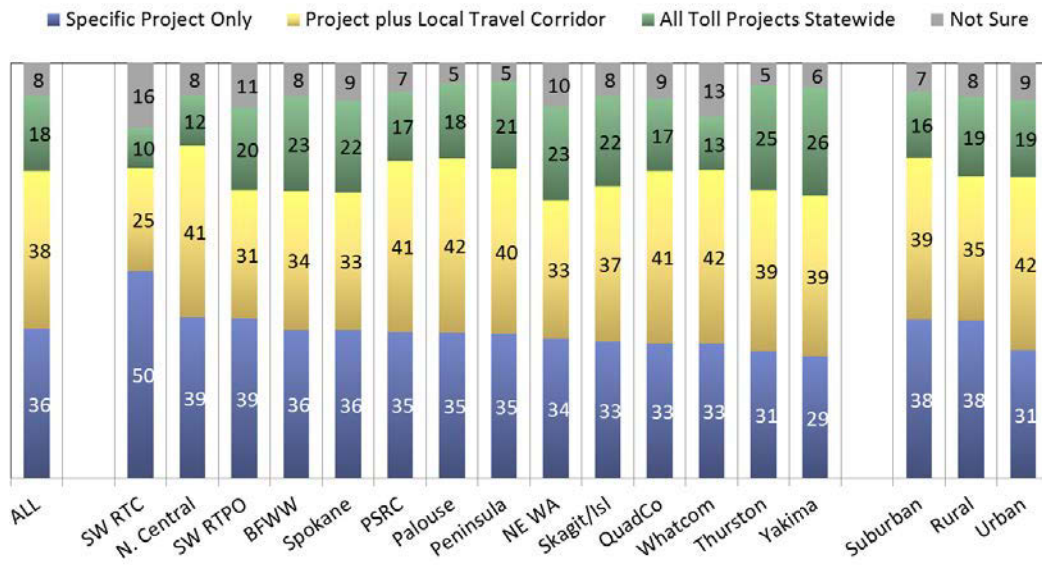


Figure 9-5 – Use of Toll Revenue by RTPo/Area



9.3 Tolling and Transit

Question(s) Analyzed

Q30. Regardless which toll option you chose, do you think toll money should be available to help fund transit?

Roughly 4-in-10 voters statewide say toll money should be available for transit, 49% say it should not, and 11% are not sure.

Voters in urban areas are significantly more likely to support using toll money for transit (51%) than voters in Suburban (37%) and Rural (36%) areas.

Figure 9-6– Support for Toll Money for Transit

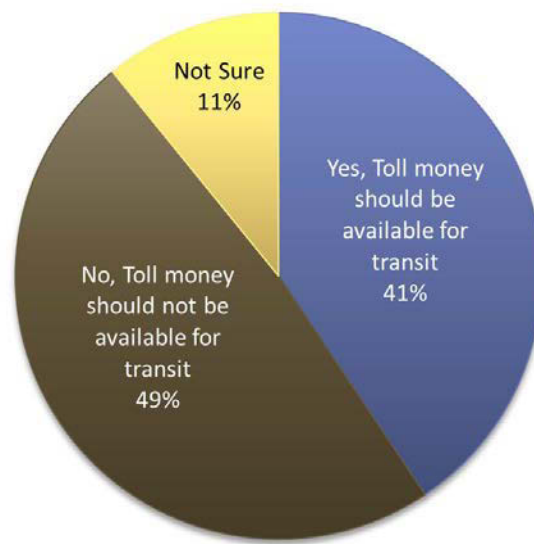
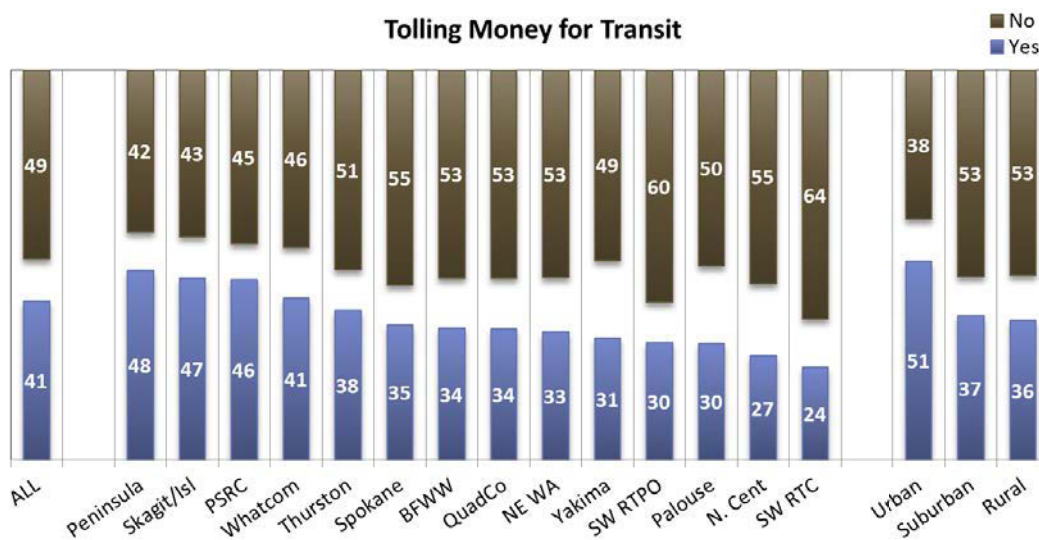


Figure 9-7– Support for Toll Money for Transit by RTPO/Area



10 Demographics

These tables show the demographic characteristics of respondents overall and of the respondents within each RTPO. For example, in the overall weighted data set, 47% of the respondents were men and 51% were women. Looking at gender by RTPO, NEWA had the highest percentage of men at 65%, and Quad Co had the highest percentage of women at 56%.

Figure 10-1 – Gender, Age, Ethnicity

	WA	BFW W	NE WA	N. Cent	Pa- louse	Penin -sula	PSRC	Quad Co	Skagit /Isl	Spo- kane	SW RTC	SW RTPO	Thurs -ton	What -com	Ya- kima
Gender															
Male	46	51	65	45	45	48	46	44	44	48	46	48	49	43	53
Female	50	47	33	51	54	51	52	56	55	48	51	49	50	55	47
NA	3	2	3	5	1	1	2	0	2	4	3	3	1	2	0
Age															
18-34	20	23	19	20	31	11	22	4	5	23	21	11	26	20	11
35-54	31	25	18	22	25	26	34	37	18	28	29	32	28	27	29
55+	43	48	63	50	42	48	38	57	61	43	45	54	44	49	58
Refused	7	3	0	8	2	16	6	2	16	6	5	3	2	3	2
Race															
Caucasian	79	80	80	89	79	78	78	90	83	80	77	85	87	73	81
Hispanic	2	0	5	0	0	1	2	1	1	1	1	0	3	3	4
African/Amer	1	0	0	0	1	1	2	0	0	0	1	0	1	1	1
Asian/Pac Is	2	0	0	1	11	2	3	1	1	1	0	1	2	0	1
Native Amer	1	2	2	1	3	1	1	1	1	2	1	4	0	7	1
Other	3	3	1	5	0	2	3	1	2	4	2	2	2	2	1
Refused	12	15	12	5	6	14	12	6	12	12	17	8	5	15	11

11 Methodology

11.1 Building the VOWS Panel

The development of the Voice of Washington (VOWS) Panel has been multi-layered to help provide the broadest possible coverage of Washington State for the funds allocated.

The VOWS panel began with approximately 1,000 randomly selected respondents from the 2011 statewide transportation study who after the survey indicated a desire to continue to provide input to state decision-makers. Another 4,000 citizens who heard about the 2011 study from transportation press releases and blogs also joined the VOWS panel creating an initial panel of approximately 5,000 citizens.

Following the successful 2011 statewide study combining a random and public survey, WSTC decided to continue developing the panel. A general public relations effort was designed to get the word out about the panel with the goal of aiding state decision-makers. It was sent to all major and local papers as well as key transportation influencers throughout the state. As a result, 1,000 more residents signed up for the VOWS panel.

The next effort centered on finding registered voters statewide who would be interested in joining the panel. A total of 400,000 registered voter emails were purchased. An initial email invite with a brief survey was sent out to begin qualify the 400,000 individual and was successful in recruiting approximately 16,000 new members to the VOWS panel.

Subsequent recruiting efforts asked potential panel respondents to complete a short two question surveys on the following topics:

- Adding sales tax to the price of gasoline as a way to help pay for state transportation needs.
- Charging tolls to cross Snoqualmie and other State passes as a way to help fund maintenance of state transportation needs.
- Selecting a name for Washington State's newest state ferry.

These efforts were successful in adding approximately 4,000 new members to the VOWS panel. All members of the VOWS panel were also asked to forward an invitation email to friends, family, neighbors, and fellow employees to ask them to sign up. This added another 1,000 citizens to the VOWS panel.

Finally a postcard email recruit was done in the counties that were under represented in the panel resulting in approximately 1,000 more people joining the panel.

This resulted in a total of 28,000 active panel participants when the 2012 statewide survey was launched. In addition, email invitations to the survey were sent to the 372,000 remaining voters from the purchased email list resulting in 1,600 additional signups for the VOWS panel.

11.2 Data Collection

Multiple email invitations were sent to approximately 28,000 active Voice of Washington State (VOWS) panel members and to the 372,000 non-members from the purchased list of registered voters in Washington State.

Overall 13,396 people clicked through to view the questionnaire, 10,318 started the questionnaire and 7,896 respondents completed the survey by the December 20th, 2012 deadline. Another 419 people completed the survey after the deadline and were **not included** in the data set.

The Margin of Error for the statewide results is ± 1.1 percentage points at the 95 confidence interval.

11.3 Weighting

The overall survey results were weighted by RTPO, age and gender to reflect the statewide registered voter population. The data was not weighted within RTPO.

Figure 11-1 – Weighting Table

County	Weight
Benton/Franklin/Walla Walla	
NE Washington	
North Central RTPO	
Palouse	
Peninsula RTPO	
Puget Sound Regional Council (<u>excludes</u> Kitsap)	
QuadCo	
Skagit/Island (<u>plus</u> San Juan)	
Spokane	
SW Washington RT Council	
SW Washington RTPO	
Thurston	
Whatcom	
Yakima Valley Conf. of Governments	
Male	
Female	
Refused	
18-34	
35-54	
55+	
Refused	

12 Survey with Results

Washington State Transportation Commission

Overall Statewide Survey Results
 Washington State Residents 18 or older
 n=7,897; Margin of Error = +/-1.1 points
 December 6th – 20th 2012
 EMC #12-4658

Thank you for taking Washington State Transportation Commissions confidential and anonymous survey about transportation issues in your local area and across the State. It is your chance to let state transportation policymakers know what is most important to you.

1. To start, using an A, B, C, D or F grading scale, how would you rate Washington's transportation system overall? (Select an answer and press NEXT below yellow box)

A Excellent	2%	
B Above Average	24%	===> 26%
C Average	45%	===> 45%
D Below Average	21%	===> 28%
F Failing	7%	
Not sure	1%	

DEFINITION: When we say "Washington State's transportation system" we mean the roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, and bike lanes that connect the state to move people and goods.

2. How would you rate the transportation system in your local area - that is in your city or town and the areas immediately surrounding it?

A Excellent	3%	
B Above Average	20%	===> 22%
C Average	42%	===> 42%
D Below Average	26%	===> 35%
F Failing	9%	
Not sure	%	

DEFINITION: When we say the transportation system in "your local area" we mean any roads, highways, bridges, public transit, rail, ferries, airports, sidewalks, or bike lanes that connect your city or town and the areas immediately surrounding it to move people and goods.

3. What grade would you give the state for making sure your area of the state gets a fair share of transportation funding?
- | | | |
|-----------------|-----|-----------|
| A Excellent | 3% | |
| B Above Average | 14% | ====> 17% |
| C Average | 36% | ====> 36% |
| D Below Average | 24% | ====> 35% |
| F Failing | 11% | |
| Not sure | 12% | |
4. Do you agree or disagree with the following statement: The State needs additional revenue to keep our transportation system safe, effective and properly maintained.
- | | | |
|-------------------|-----|-----------|
| Strongly Agree | 29% | |
| Somewhat Agree | 33% | ====> 62% |
| Somewhat Disagree | 17% | |
| Strongly Disagree | 16% | ====> 33% |
| Not sure | 5% | |
5. In general, would you support or oppose raising some transportation taxes and fees to increase funding for transportation?
- | | | |
|------------------|-----|-----------|
| Strongly Support | 19% | |
| Somewhat Support | 32% | ====> 51% |
| Somewhat Oppose | 17% | |
| Strongly Oppose | 29% | ====> 46% |
| Not sure | 3% | |
6. Would you support or oppose raising some transportation taxes and fees to increase funding for transportation if it would cost the average Washington family like yours an additional \$30 a month?
- | | | |
|------------------|-----|-----------|
| Strongly Support | 11% | |
| Somewhat Support | 21% | ====> 32% |
| Somewhat Oppose | 19% | |
| Strongly Oppose | 45% | ====> 65% |
| Not sure | 4% | |
7. What if it cost the average Washington family like yours an additional \$15 a month?
- | | | |
|------------------|-----|-----------|
| Strongly Support | 2% | |
| Somewhat Support | 22% | ====> 24% |
| Somewhat Oppose | 25% | |
| Strongly Oppose | 48% | ====> 72% |
| Not sure | 4% | |

8. What if it cost the average Washington family like yours an additional \$7.50 a month?

Strongly Support	2%	
Somewhat Support	21%	==> 22%
Somewhat Oppose	23%	
Strongly Oppose	50%	==> 73%
Not sure	5%	

This next section is about transportation priorities. Please read the statement below and then press NEXT.

The Connecting Washington Task Force, a group of business leaders and local government, labor, and environmental leaders issued a report outlining a 10 year transportation strategy. The Task Force estimated that it will require an additional \$5 billion per year over the next 10 years to fund our transportation system. Because of the difficult economy, the Task Force proposed a lower \$2.1 billion per year in transportation investments to maintain our existing transportation system and provide some funds to meet the economic and travel needs of a growing population.

For each transportation category in the table below, please indicate what percentage, if any, of the need you would fund.

Note: This table shows the \$2.1 billion per year in transportation needs by category along with a rough estimate of what it would cost the average household PER MONTH to completely fund that need.

You can give each category any percentage from 0% to 100% depending on how much you feel it should be funded. After you have responded for all 5 categories, the next page will show the total amount you chose to fund and the rough cost PER MONTH.

	Total Needed PER YEAR	Cost to Fund 100%	Avg % Funded
9. Preservation and maintenance of the existing transportation system	\$1.0 Billion	\$33/Month	45%
10. Adding new lanes and expanding road and bridge capacity	\$660 Million	\$22/Month	24%
11. Increasing transit service and expanding passenger and freight rail	\$264 Million	\$9/Month	38%
12. Making bike and sidewalk improvements	\$33 Million	\$1/Month	30%
13. Replacing obsolete ferries and improving ferry terminals	\$143 Million	\$5/Month	29%
Total	\$2.1 Billion	\$70/Month	36%

This next section is about new taxes and fees to fund transportation needs. Please read the information below and then press NEXT.

The table on the next page gives estimates of how much different taxes/fees would raise for transportation and how much the new taxes/fees would cost the average household based on the following state averages:

Vehicles Owned:	2.5 Vehicles
Vehicle Value:	\$6,200 per vehicle
Miles Driven:	10,000 miles per vehicle per year
Miles per Gallon:	20 MPG average

The cost to your household could be lower or higher depending on how many vehicles you own, how much you drive, what kind of gas mileage you get and how much your vehicles are worth.

For each of the 3 transportation taxes/fees in the table below – the Gas Tax, Motor Vehicle Excise Tax, and Vehicle License Fee, please indicate which tax/fee increases, if any, you support to fund those needs. NOTE: All new revenue would only be used for transportation purposes.

14. Amount Raised Total Cost Gas Tax - currently 37.5 cents a gallon

5¢/gal increase (\$155 M/yr) (\$5.21/mo.)	24%	
10¢/gal increase (\$310 M/yr) (\$10.42/mo.)	14%	
15¢/gal increase (\$465 M/yr) (\$15.63/mo.)	15%	====> 53%
No Gas Tax increase	47%	

15. Motor Vehicle Excise Tax - currently no state MVET

0.7% MVET (\$250 M/yr) (\$9.04/mo.)	25%	
1.5% MVET (\$536 M/yr) (\$19.38/mo.)	14%	
2.4% MVET (\$858 M/yr) (\$31.05/mo.)	12%	====> 52%
No State MVET	48%	

16. Vehicle License Fee - currently \$30 per year

\$20 VLF increase (\$158 M/yr) (\$4.17/mo.)	33%	
\$45 VLF increase (\$355 M/yr) (\$9.38/mo.)	15%	
\$100 VLF increase (\$790 M/yr) (\$20.87/mo.)	7%	====> 55%
No VLF increase	45%	

17. Based on the above averages, compared to the type of vehicles you own and how much you drive, in general do you think the total transportation taxes you pay are higher, lower, or about the same as the average Washington household?

Much higher than average	8%	
Somewhat higher than average	19%	====> 27%
About the same	34%	====> 34%
Somewhat lower than average	22%	====> 34%
Much lower than average	12%	
Not sure	5%	

18. The state gas tax currently provides 76% of all state transportation funding. A combination of inflation, changing driving habits and increased fuel economy of vehicles, along with the growing numbers of electric vehicles, makes the gas tax an unsustainable transportation revenue source long-term. Meanwhile transportation needs (like maintaining our existing roads/bridges, building new roads/bridges, enhancing transit service, etc.) continue to expand with population growth. Knowing this, do you agree or disagree with the following statement: The State needs additional revenue to keep our transportation system safe, effective and properly maintained.

Strongly Agree	25%	
Somewhat Agree	40%	====> 65%
Somewhat Disagree	14%	
Strongly Disagree	18%	====> 32%
Not Sure	3%	

19. Before this survey, were you aware or not of the funding challenges created by relying on the gas tax to provide three-fourths of our transportation revenue?

Yes aware of funding shortfall	51%
No not aware of funding shortfall	29%
Don't agree that there is a funding shortfall	21%

There are a number of long term funding options being considered to address the state's long-term transportation financial challenges. For each revenue source, please indicate whether or not you think that method is a good way to help provide future funding for our transportation system.

	Definitely	Probably	Probably Not	Definitely Not	Not Sure	Def/Prob
20. A statewide property tax dedicated to state and local transportation projects	5%	20%	21%	50%	4%	25%
21. A vehicle emissions fee - vehicles that pollute more would pay a higher fee	30%	33%	13%	21%	2%	63%
22. A fee based on the number of miles driven - people pay for what they use by the mile instead of by the gallon	15%	24%	19%	37%	5%	39%
23. Adding the sales tax to gas purchases	10%	21%	18%	47%	3%	31%
24. Electronic tolling where feasible to pay for major state projects statewide	19%	35%	14%	28%	4%	54%
25. An annual fee on vehicles that get over 50 miles per gallon – people with high MPG vehicles who pay lower gas taxes would be charged an additional fee	17%	21%	19%	38%	5%	38%

The next set of questions are about electronic tolling, that is, charging drivers a fee on some major highways and bridges in such a way that drivers do not have to stop at toll booths.

26. In general, do you support or oppose tolling as a way to help pay for new state transportation projects?

Strongly Support	21%	
Somewhat Support	40%	===> 61%
Somewhat Oppose	15%	
Strongly Oppose	23%	===> 37%
Not sure	2%	

NOTE: Electronically collected tolls are used in several places in Washington to help pay for new construction of state transportation projects like the Tacoma Narrows Bridge and the 520 Bridge in Seattle.

27. In general, do you support or oppose using tolls as a way to help pay to maintain and improve some existing state highways and bridges?

Strongly Support	18%	
Somewhat Support	40%	===> 58%
Somewhat Oppose	17%	
Strongly Oppose	23%	===> 40%
Not sure	2%	

NOTE: This would be placing tolls on some existing roads and bridges to help fund ongoing maintenance needs and pay for needed improvements that are currently unfunded. For example, using tolling to fund Snoqualmie pass snow removal, avalanche control, and pay for long-term improvements to minimize pass closures?

28. In general, do you support or oppose using tolls as a way to help manage traffic congestion?

Strongly Support	14%	
Somewhat Support	31%	===> 46%
Somewhat Oppose	19%	
Strongly Oppose	30%	===> 49%
Not sure	5%	

NOTE: What about using tolling to manage traffic congestion? Roads and bridges that serve the same travel corridor would be tolled to reduce diversion to the "free route" and manage congestion on both roads. An example would be to toll both SR 520 and Interstate 90 to balance and manage traffic flows across Lake Washington.

29. Which of the following statements on the use of toll money is closest to your opinion:

Tolls Benefit Specific Project Only	36%	
Tolls Benefit Project plus Local Travel Corridor	38%	====> 74%
Tolls Benefit All Toll Projects Statewide	18%	
Not Sure	8%	====> 26%

30. Regardless which toll option you chose, do you think toll money should be available to help fund transit?

Yes Toll money should be available for transit	41%
No Toll money should not be available for transit	49%
Not Sure	11%

I'd like to ask you about an annual fee on vehicles that get over 50 miles per gallon. This fee would help recover some of the gas tax revenues that these drivers of high MPG cars do not currently pay so that all drivers contribute their share to transportation funding.

31. In general, do you support or oppose a \$200 per year flat fee on vehicles that get over 50 miles per gallon?

Strongly Support	15%	
Somewhat Support	22%	====> 37%
Somewhat Oppose	18%	
Strongly Oppose	41%	====> 58%
Not sure	5%	

32. What about a flat fee of \$125 per year on vehicles that get over 50 miles per gallon?

Strongly Support	1%	
Somewhat Support	10%	====> 11%
Somewhat Oppose	25%	
Strongly Oppose	58%	====> 83%
Not sure	6%	

33. What about a flat fee of \$50 per year on vehicles that get over 50 miles per gallon?

Strongly Support	2%	
Somewhat Support	21%	====> 23%
Somewhat Oppose	19%	
Strongly Oppose	53%	====> 72%
Not sure	5%	

34. Please think about all the trips you (not everyone in your household) make from home during a typical week such as going to work, running errands, or going to appointments. Approximately what percentage of those trips per week are done by:

Driving alone in your vehicle	56%
Carpooling or driving with someone else	25%
Riding public transit	10%
Riding a motorcycle	1%
Riding a bicycle or walking instead of driving or transit	6%
Traveling some other way	2%

And finally a few questions for statistical purposes only:

35. How many total miles would you say you (not everyone in your household) drive in an average year?

Less than 5000 miles	23%
5000 to 9999 miles	34%
10000 to 14999 miles	26%
15000 to 19999 miles	8%
20000 or more miles	7%
Not sure	2%

36. Would you describe the area you live in as:

Urban City	30%
Suburban	31%
Small town	17%
Rural	21%
Not sure	1%

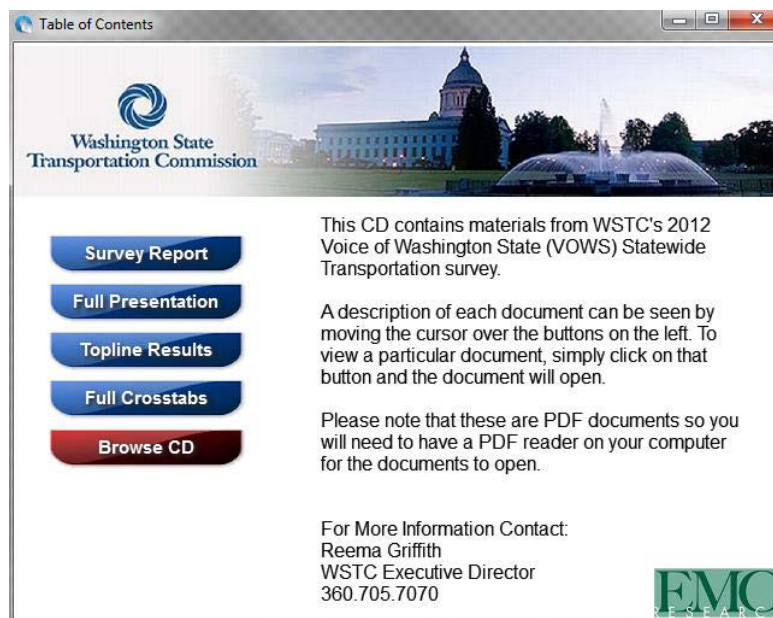
13 Report CD

The materials listed below are available on the Report CD. To use the Report CD:

1. Insert the enclosed CD into your computer's CD drive. Depending on your computer, the CD will either load automatically or the "Autoplay" menu will pop up. If you see the menu below click "Open WSTC Table of Contents" to start the CD.



2. The table of contents screen below will appear once the CD has loaded. To access any of the materials on the CD just click on the button for that document and it will load automatically.



A list of the documents included on the CD is provided below:

13.1 Survey Report

This written report.

13.2 Full Presentation

A complete Powerpoint of the survey results with breakdowns by RTPO and other key variables.

13.3 Topline Results

Survey questionnaire with overall statewide results. No detail provided at the RTPO level.

13.4 Full Crosstabs

Detailed data tables showing the results for each survey question by demographic subgroups like age, gender, and income and by other key variables like support for new revenue, attitudes about the transportation system and travel habits.